Mainland-Southwest – Region 2

Central Fraser Valley Regional District Transportation Committee Recommendations

FREEDOM TO MOVE

THE CENTRAL FRASER VALLEY REGIONAL DISTRICT

TRANSPORTATION STUDY SUB-COMMITTEE

Corrinne Wright	-	CHAIRMAN
John Friesen	-	Friesen Equipment Ltd.
Malcolm Harvey	-	ECONOMIC DEVELOPMENT OFFICER District of Matsqui
Al Hurtubise	-	MSA Ford
Clarence Jensen	-	ALDERMAN District of Abbotsford
Christine Lamb	-	ALDERMAN District of Matsqui
David McLellan	-	DIRECTOR OF PLANNING District of Abbotsford
Cole Shelby	-	Coastal Pacific Flight Centre
Larry Wiebe	-	Vedder Transport

The following support staff assisted in the preparation of this report:

S. Buemann	-	Ministry of State
D. Cunliffe	-	Regional Director, Southcoast Region, Ministry of Transportation and Highways
J. Duckworth	-	Director of Public Works, District of Abbotsford
D. Greenfield	-	Secretary, District of Matsqui
P. Moritz	-	Director of Planning, District of Matsqui
R. Newton	-	Transport Canada (Abbotsford Airport)
M. Pastro	-	Transport Canada (Abbotsford Airport)
D. Parkes	-	Metro Planning Engineer, Ministry of Transportation and Highways
E. Regts	-	Director of Public Works, District of Matsqui
B. Sunderwood	-	District Highways Manager, Ministry of Transportation and Highways
R.J. Walker	**-**	**Delcan Consulting Engineers and Planners**

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EXECUTIVE SUMMARY

The Central Fraser Valley Regional District is located between the Fraser River and the U.S. border, immediately east of the Vancouver metropolitan area. It is composed of the District Municipalities of Matsqui and Abbotsford and Electoral Area A (Sumas Mountain). The area of the Regional District is 402 sq. km and the mid-1989 population is approximately 80,000 persons. The Region is growing rapidly and anticipates a total population of 127,000 by the year 2000.

To keep up with the rapid growth, immediate action is required to implement the transportation projects outlined below. Congestion is already a problem and will continue to worsen unless priority is given to these issues.

The two highest priority projects, of equal importance, are the **reconstruction of the Mt. Lehman Interchange** and **upgrading of Highway #11 from the U.S. border to Harris Road.**

- **Mt. Lehman Interchange**

The reconstruction of the Mt. Lehman Interchange will improve access to the Abbotsford Airport and to the rapidly developing residential and industrial areas north and south of Highway #1. It will provide a direct connection to Maclure Road (Old Yale Road) and thence to Highway #11 and improve traffic flow and safety on the adjacent road network.

- **Highway #11**

Highway #11 between the U.S. border and the intersection with Old Yale Road, under growing pressure from the rapid increase in border crossings and local, industrial and commercial traffic, requires widening to four lanes with left turn lanes and signalization as appropriate and completion of the Old Yale Road interchange. North of the Highway #11 bypass to Harris Road requires similar treatment to accommodate increasing traffic and turning movements.

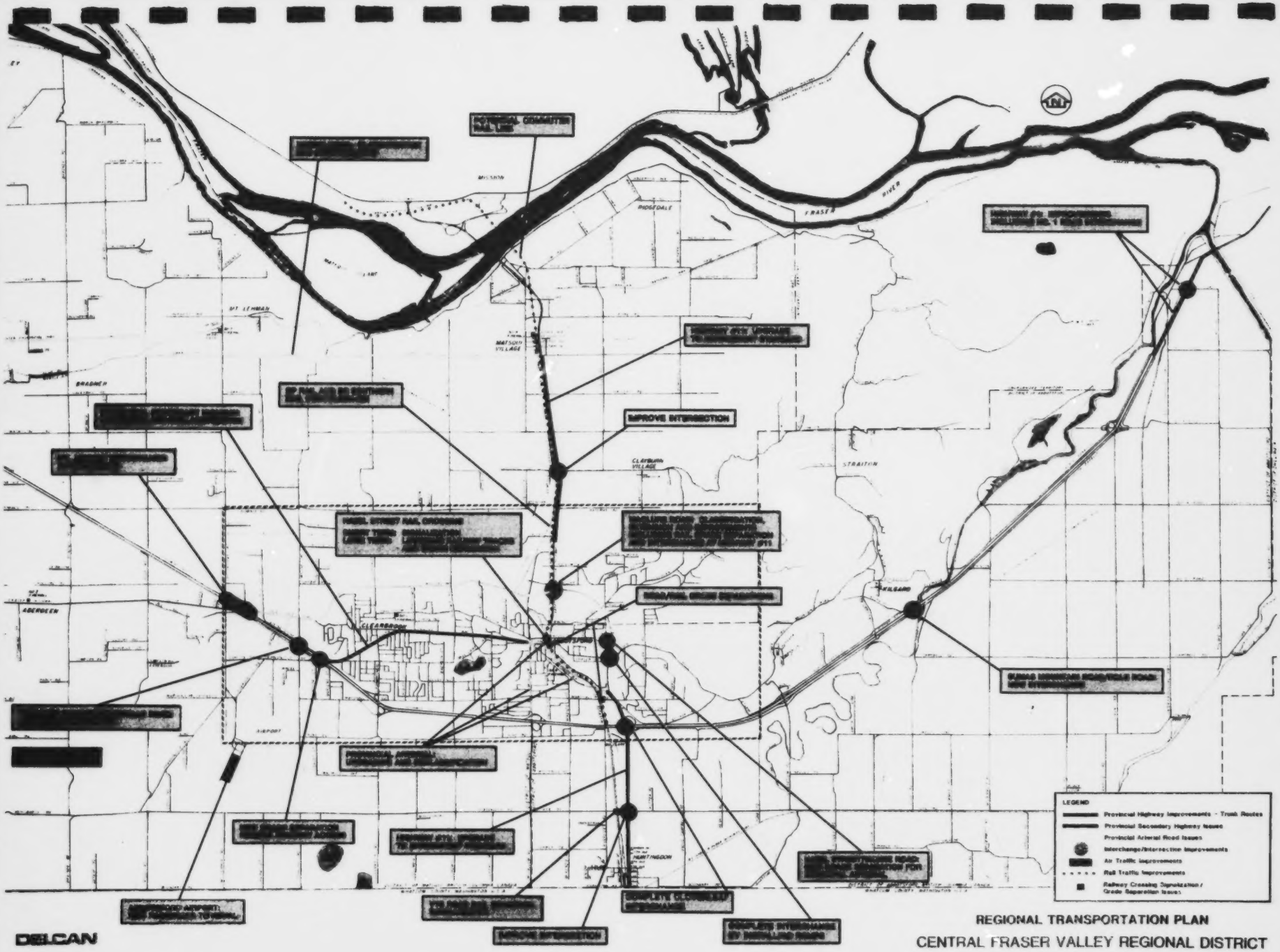
- **Border Freeway**

The highest priority for planning and design is the Border Freeway. This freeway would run along the King Road - 16 Avenue corridor and would connect Highway #1 on the east to Highway #99 on the west. This route would provide an important connection between the Vancouver and Abbotsford Airports, and allow Abbotsford Airport to develop in tandem with Vancouver.

It would also be a southern controlled access highway allowing local and tourist traffic a direct connection from the interior of the province to Highway #99 and the Tsawwassen Ferry. The existing routes are severely congested because they have continuous development and access points throughout their length. It will not be possible to upgrade these and the already long travel times will continue to increase, if an alternate controlled access route is not provided.

It is recommended that a study be implemented to establish a location for a freeway in this corridor and that, when completed, the right-of-way be purchased so that the corridor's future viability is assured.

There are a number of other projects identified on Exhibit 1, Table 5.1 and Table 5.2 which are of lesser importance. The committee has been assured that there will be annual reviews and this report has been produced in this context.



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REGIONAL TRANSPORTATION PLAN
CENTRAL FRASER VALLEY REGIONAL DISTRICT
EXHIBIT 1

1.0 INTRODUCTION

The Central Fraser Valley Regional District, as shown on Exhibit 2, is located between the Fraser River and the U.S. border, immediately east of the Vancouver metropolitan area. In January 1989 the two Langleys joined the G.V.R.D. and the Region is now composed of the District Municipalities of Matsqui and Abbotsford and Electoral Area A (Sumas Mountain). The area of the Regional District is 402 sq. km and the mid-1989 population is approximately 80,000 persons.

The District of Matsqui occupies the western half of the Regional District and contains 77% of the population, most of whom live within the urban development area centred in Clearbrook. In the past 15 years, the municipality's population has more than doubled to nearly 60,000, led by a strong demand for single family lots and an influx of retired persons attracted by the wide variety of housing opportunities. More than three quarters of the land area is within the Agricultural Land Reserve, which includes some of the most productive farmland in British Columbia. With three major shopping centres, Matsqui is recognized as the principal regional commercial centre for the central and eastern portions of the Fraser Valley. The industrial sector is also expanding steadily - growth that will accelerate with the success of Transport Canada and municipal efforts to expand the industrial and commercial potential of the Abbotsford International Airport and to improve the airport's access from Highway #1 and the Vancouver metropolitan area.

The District of Abbotsford is the second growth centre within the Regional District, with residential development occurring in the hills to the east of the historic village centre of the municipality. Abbotsford has a strong agricultural economy based on the excellent soils of Sumas Prairie. In addition, it serves as a major point of entry from the United States, and is rapidly developing as an industrial centre along the road and rail corridor between the Sumas border crossing and Highway #1.

Electoral Area A comprises those portions of Sumas Mountain that are not within the borders of the neighbouring municipalities. Apart from the Sumas Mountain Provincial Park, much of the eastern half of the mountain has been included in the Chilliwack Provincial Forest. There is potential for residential development on the south slope when municipal services become available.

Table 1.1 and Figure 1.1 show the population counts for the Regional District from 1971 and projections to 2006. Between 1971 and 1986 the rate of growth was 5.13% per annum, and it is

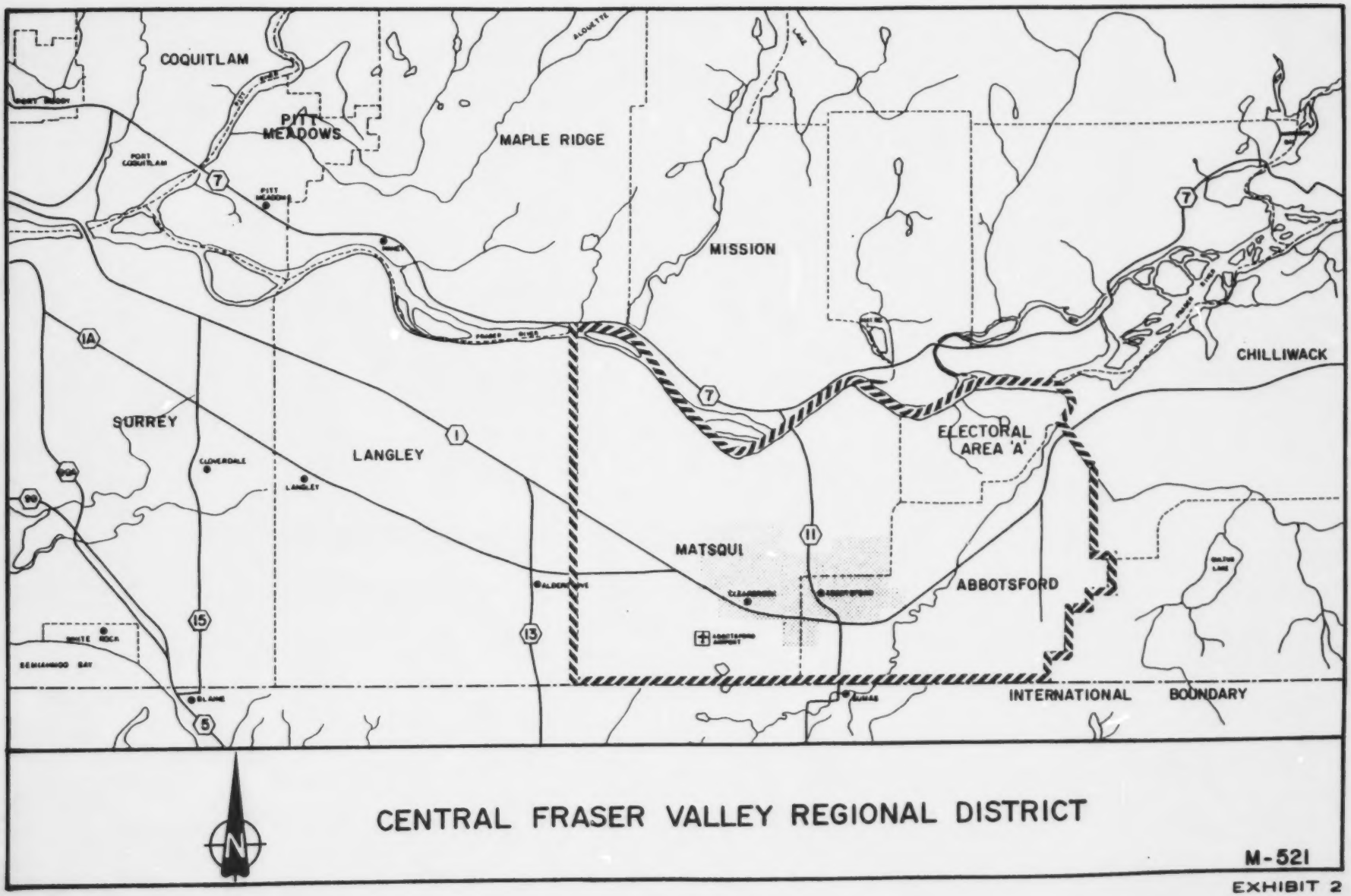
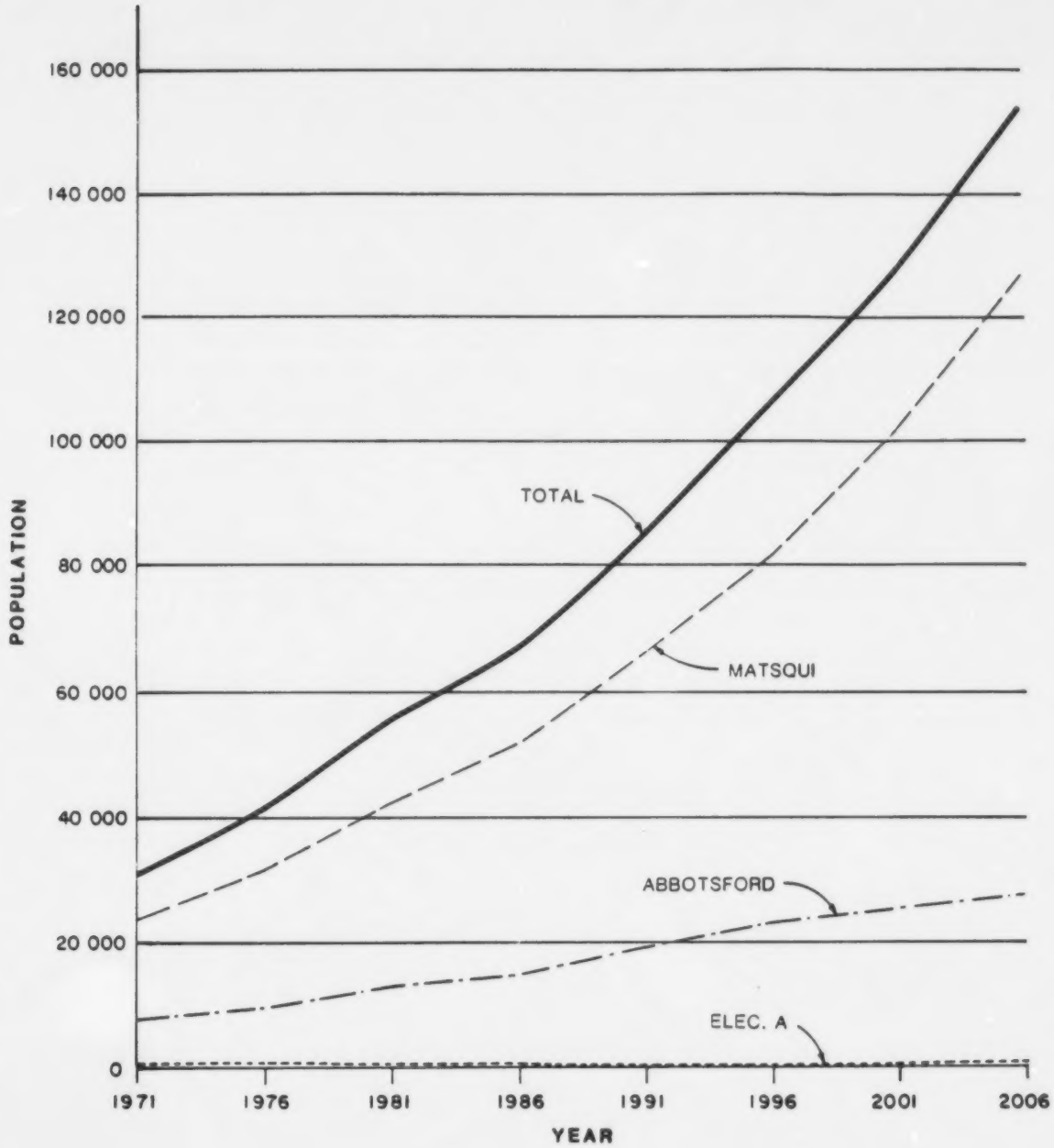

COQUITLAM
PITT MEADOWS
MAPLE RIDGE
MISSION
CHILLIWACK
SURREY
LANGLEY
ELECTORAL AREA 'A'
MATSQUI
ABBOTSFORD
INTERNATIONAL BOUNDARY
CENTRAL FRASER VALLEY REGIONAL DISTRICT
M-521

EXHIBIT 2

FIGURE 1.1



CFVRD (1989 membership)
POPULATION AND PROJECTIONS 1971-2006

DELCAN

JUNE 1989
32-2072/D

anticipated that this rate will moderate only slightly to the year 2006. These figures are based upon the planned availability of serviced land within the Districts of Matsqui and Abbotsford and the expectation of continued strong demand for housing in the Lower Mainland.

Table 1.1

CFVRD (1989 Membership)

Population and Projections 1971-2006

	Abbotsford	Matsqui	Elec. A	Total
1971	7,479	23,554	271	31,304
1976	9,590	31,178	297	41,065
1981	12,745	42,001	316	55,062
1986	14,496	51,449	311	66,256
1991	19,047	65,443	100	84,590
1996	22,857	81,608	125	104,590
2001	25,143	101,766	160	127,069
2006	27,406	126,904	205	154,515

N.B. Electoral Area A projections reflect amalgamation of Huntingdon with the District of Abbotsford after 1986 census.

Starting with the 1991 census the Regional District, together with the District of Mission, north of the Fraser River, will form the Matsqui Census Agglomeration area. With the projected population growth, it is anticipated that by the year 1996 the Matsqui CA will qualify as a Census Metropolitan Area.

Building construction figures for the Region (Tables 1.2 and 1.3) confirm that the Matsqui-Abbotsford area has become a major centre for urban growth, supported by a sustained expansion in the non-residential building sectors. With a planned extension to just under half a million square feet in 1989, Sevenoaks will be the second largest regional shopping centre in the province outside the Vancouver area, drawing on a trading area population estimated at 160,000.

Table 1.2

Housing Construction 1985-1988 for Matsqui/Abbotsford

	Single Family	Multi Units	Total Units
1985	411	297	708
1986	495	401	896
1987	1,052	961	2,013
1988	745	619	1,364
Total	2,703	2,278	4,981
Rate	676 per annum	569 per annum	1,245 per annum

N.B. Totals do not include those for Electoral Area A.

Table 1.3

CFVRD Construction Values 1985-1988 (in 000's of dollars)

Sector	1985	1986	1987	1988	Total
Commercial	9,718	6,428	16,313	12,151	44,610
Industrial	2,132	3,915	4,702	5,103	15,852
Institutional	6,901	8,579	8,823	17,845	42,148
Residential	35,138	54,834	89,139	87,305	266,416
Agricultural	2,772	4,410	7,082	5,892	20,156
Total	56,661	78,166	126,059	128,296	389,182

N.B. Totals do not include those for Electoral Area A.

Over the past decade employment within the Matsqui-Abbotsford area has been increasing steadily. Table 1.4 indicates that Community and Business Service employs the largest proportion of the local workforce (28%), followed by trade (17%), manufacturing (12%) and primary industry, principally agriculture (12%). Food processing, the manufacture of building components, feed and fertilizer production, and aviation-related manufacturing are the leading categories of industrial employment in the community. While job opportunities in the Regional District are growing and both

municipalities are committed to expanding these opportunities, residential growth is so rapid that an increasing number of residents have to commute to jobs outside the Central Fraser Valley, more specifically westward to the metropolitan centres via Highway #1 and, in the future, via rapid transit.

Table 1.4

Labour Force by Industry

1986 Federal Census

Group	Matsqui/ Abbotsford	% of Local Workforce
Primary	3,770	12.30
Manufacturing	3,800	12.40
Construction	2,830	9.23
Transportation and Communication	2,015	6.57
Trade	5,215	17.02
Finance, Insurance and Real Estate	1,340	4.37
Community and Business Service	8,730	28.48
Government Service	2,010	6.56
Not Applicable	940	3.07
Total	**30,650**	**100.0**

Source: Statistics Canada

Note: Figures based on place of residence

2.0 OBJECTIVES OF THE REGIONAL TRANSPORTATION PLAN

In November 1988 the Honourable Neil Vant, Minister of Transportation and Highways, issued to British Columbians a challenge to be part of a planning process. The planning process would develop a transportation network for the Province.

The **Province of British Columbia Strategic Transportation Plan 1990-2000,** as it will be called, will determine how best to direct future resources - both public and private - in building transportation systems that will take British Columbia into the next century as an active trader in international markets, where efficient transportation networks play an integral role in the Province's economy.

The wear and tear of daily use and weather have taken their toll on bridges, roads, airports, railways and marine facilities in the Province. A balanced and comprehensive plan will allow for replacing, rebuilding, expanding and improving facilities as necessary.

Under the auspices of the Minister of State, regional transportation planning committees were formed in each of the eight development regions and charged with the responsibility of preparing regional transportation plans with the following objectives:

1. To determine the present and future transportation needs and priorities of each Region.

2. To analyze issues and provide support documentation for recommended improvements.

3. To recommend to Government a transportation plan that included short and long term directions.

All modes of transportation, air, coastal marine, ferry, highways, ports, rail and transit were to be considered in the review. The overall goal was to produce at a regional level a report that would identify to the Minister of State transportation priorities and initiatives. The report would also form a part of the provincial strategic planning process.

The regional transportation plans are to reflect the views of the Region and its residents. Community input formed an integral part of the process.

The Mainland/Southwest Region has established six sub-committees, one for each Regional District, to prepare transportation plans as a basis for the development of an integrated regional plan. This report documents the transportation plan for the Central Fraser Valley Regional District.

3.0 PLANNING PROCESS

The Central Fraser Valley Regional District formed a transportation sub-committee to prepare a transportation plan for the Region. Members of the committee are shown on the title page of this report. Committee members include representatives from the Regional District, the District Municipalities of Abbotsford and Matsqui, Transport Canada and local businesses. Assistance was given by support staff from the Districts of Abbotsford and Matsqui, the Ministry of Transportation and Highways, the Ministry of State and Delcan Consultants.

3.1 Committee Meetings

The committee met on February 16, 1989 and formed sub-committees for roads, transit, rail, air and border crossings.

The sub-committees met on February 21 and 27, March 3, 10 and 22, 1989 and compiled facts and figures for the area, and a list of the needs of the Central Fraser Valley Regional District.

The parent committee met on March 16, 30, April 25, May 9 and 18, 1989 to discuss reports received from the sub-committees and to assign priorities for both the short term and long term plans. These are outlined in Chapters 4.0 and 5.0.

3.2 Public Response and General Information

Letters were sent to firms and companies in the area, canvassing for response and input into the transportation plan.

A public hearing was held on April 13, 1989. It was advertised in both local papers, as well as on the local radio station. Questionnaires were prepared and a radio talk show was conducted with the Chairman and Vice-Chairman.

Although the public response was not high, there has been a good dialogue on the transportation problems and needs of the Region. In addition to the verbal responses at the public meeting, 36 questionnaires were received. The general consensus was that the transportation sub-committee was doing a comprehensive and thorough job.

Of the responses received, very few disagreed with the sub-committee's priorities. The following are a summary of the public's comments:

- Upgrade Highway #1 to full freeway status, with grade separations, realignment and a parallel service road.
- Implement commuter rail link or rapid transit.
- Upgrade 16th Avenue.
- Comment on car pollution.
- Highway #11 needs a grade separation at Marshall Road and Sumas Way.
- Railway grade separations are required at Essendene, Hazel, Marshall and Vye Roads.
- A new east-west freeway connector is required from Highway #1 to Highway #99, the Tsawwassen Ferry and the Vancouver International Airport.
- Tie Old Yale Road into Mt. Lehman Interchange.
- Sumas Mountain Road requires a connection to Highway #1.

Maps, questionnaires and pamphlets have been available at the Regional District's office for public review and comment.

The following information from the public information process is included in the Appendices.

Appendix A	-	Public Hearing Agenda, advertisements, newspaper clippings, invitation letter and mailing list.
Appendix B	-	Results of 36 questionnaires.
Appendix C	-	Submissions to the Transportation Committee.
Appendix D	-	Letters received.

3.4 Recommendations

The recommendations of the Committee took into consideration the input of the Central Fraser Valley Regional District, the Districts of Abbotsford and Matsqui, the Chamber of Commerce and the questionnaires and responses from the public.

Meetings were also held with the Chairpersons of the Dewdney-Alouette and Greater Vancouver Regional Districts.

4.0 TRANSPORTATION ISSUES

General

- Local employment development is needed to reduce long distance commuting demands.

- Local hospital facilities need improvement to reduce dependency on Vancouver General and Royal Columbian Hospitals.

  - Emergency vehicles are delayed during peak traffic hours;
  - The availability of immediate emergency air service is inconsistent.

- Population distribution and density currently emphasize automobile use; however, improved public transit service must be a strong future consideration.

4.1 Roads

- All road candidates for declassification from Provincial to Municipal responsibility should be upgraded to a four lane undivided arterial standard with left turn lanes, curb and gutter and sidewalks. The Ministry of Transportation and Highways currently provides "upgrading" which is not defined.

- Road improvements should be coordinated with other related improvements such as drainage, sewerage, etc. This requires planning and communication between various jurisdictions and departments.

- A funding program should be introduced to enhance the purchase of property required for future road right-of-way well in advance of construction taking place. The relatively few corridors remaining for future new roads are being quickly eliminated by land developments.

- Mt. Lehman Interchange presently provides very poor access to the Abbotsford Airport and the industrial and residential areas adjacent to it. The development of the industrial lands on the south side of the interchange is currently on hold. The interchange needs complete revamping to provide a full interchange to Mt. Lehman road and new connections to Maclure Road (Old Yale Road). Improvements to this interchange are paramount to the Region's future growth.

Highway #11 has three distinct sections - each with its own problems:

i) **U.S. Border to McClary Avenue.** Both border crossings and local traffic are rapidly increasing. In addition, there are many industrial entrances which, in combination with the heavy traffic flow, result in congestion and a high accident potential. This section should be widened to five lanes.

ii) **McClary Avenue to Old Yale Road.** This section has commercial access points and busy intersections with heavy turning movements at Delair and Marshall. All of this in conjunction with the increasing traffic volumes causes backups and a potentially dangerous situation. The lights should be synchronized and Highway #11 should be upgraded to a four lane divided urban section. A number of illegal turning movements are occurring at the Old Yale Road interchange due to the inadequacy of present facilities to accommodate all turning movements.

iii) **Highway #11 Bypass to Harris Road.** The traffic level on this two lane road makes it very difficult for intersecting traffic to enter and cross the highway. Left turns off the highway are also hazardous. With the increasing volumes, there is a need to upgrade this road to four lanes with left turn channelization.

- **Maclure Road.** When the Mt. Lehman Interchange is completed, Maclure will tie directly into it. This will then allow Maclure to be a direct connection from Highway #11 to Highway #1. Maclure should be upgraded to four lanes with left turn channelization and then reclassified. At the same time South Fraser Way should be upgraded and declassified. South Fraser Way would then serve local traffic.

- **Border Freeway.** Presently there is no convenient way of travelling between the Abbotsford Airport and the Vancouver Airport. Similarly, traffic wishing to go from the B.C. Interior via Highway #1 to Highway #99 or Highway #17 and the Tsawwassen Ferry have the same problem. The existing routes, Highway #'s 1A and 10, have continuous development and this along with heavy traffic volumes results in very long travel times. An east-west freeway is needed in this corridor to provide a more convenient link between the east and the west sections of the Lower Mainland and to allow for a better connection between the two airports and the two existing major freeways. This would allow the Abbotsford Airport to expand and operate in tandem with Vancouver Airport. The Ministry

of Transportation and Highways' present policy only provides for expansion of existing rural road corridors to designated routes with subsequent improvement to expressway, etc. This corridor should be developed as a freeway rather than an expressway right from the start.

- **Highway #1 Upgrading.** Highway #1 operates as an expressway from east of Whatcom Road to Vedder Canal. This is a hazardous section of road because of the mixture of high speed traffic and direct accesses onto Highway #1. Highway #1 needs to be converted to full freeway standards in this section by constructing an interchange at No. 1 Road and constructing new westbound lanes and a new bridge over the Sumas Canal. This project is already designed and ready for implementation.

- **Hazel Street and McKee Road** are presently separated by Highway #11. This results in a great deal of circuitous travel. The Districts wish to connect these two roads to eliminate the problem. This will require an overpass structure over Highway #11. The Hazel/McKee connector will then form an important part of the road network.

- **Townline/Peardonville Roads** are separated by Highway #1. A residential development of 20,000 people is planned for the area north of Highway #1. These people will have no direct access to the industrial employment area to the south of Highway #1 unless an overpass structure is constructed.

- **Sumas Mountain/Cole Roads** serve industrial truck traffic leaving the Region. Presently these trucks have only one access to Highway #1. They have to use the local street system and the Whatcom Road interchange. An interchange is required with Highway #1 at Sumas Mountain and Cole Roads to divert this traffic away from the residential streets.

- **Harris Road** serves as an important link between Highway #1 at the 264th Street freeway interchange and Highway #11 at Matsqui Village. This route is utilized by traffic from the north side of the Fraser River at Mission and points upstream. Distance is relatively short to Greater Vancouver destinations, but alignment improvements are needed to accommodate existing flows.

4.2 Public Transit

- **Local** - it is presently planned to increase the number of buses to four by August 1989. This will not meet the demand as transit ridership is very high in this area. More buses

with longer hours of service are needed to properly address the transit requirements in this rapidly growing area.

- **Inter-Regional** - There is no adequate mass transit service from Central Valley Fraser Regional District to Vancouver. An express bus service does exist, but there are insufficient buses. A good express bus service to other areas west of the Central Fraser Valley Region would encourage people to use transit and reduce their reliance on the automobile. In the long run this would help to reduce congestion.

- **Park and Ride** - There are presently two park and ride facilities available. More should be constructed to encourage people to share their vehicles.

- **Road and Highway Improvements** - Should make provision for future mass transit.

- **High Occupancy Vehicle (HOV) Lanes** - Should be provided on Highway #1 as part of the corridor upgrading.

- **SkyTrain** - When the SkyTrain is extended, it must go to Highway #1 (Exit 50) and a right-of-way should be reserved for the park and ride facilities. It would then be possible for commuters from the east to drive to the station, leave their car, and ride the SkyTrain to their destination. This would be very important for residents of the valley, and would reduce the pressure on the Port Mann Bridge.

- **Commuter Rail** - The impact that the extension of commuter rail to this area will have on the probability of future SkyTrain service to this area must be addressed.

It is recognized that the extension of SkyTrain or implementation of Commuter Rail would have a significant impact on alleviating the congestion on the Port Mann Bridge.

4.3 Air

- The scheduled 1991 completion of the Abbotsford Passenger and Commercial Services building must be met.

- Expand and enhance service at Abbotsford Airport to reduce load on Vancouver International Airport.

  - upgrade training facilities.

- provide improved air connections to Vancouver International Airport.
- develop aviation and aviation related industry.

- Improve road access to Abbotsford Airport. This should be addressed in conjunction with the Mt. Lehman Road Interchange project.

4.4 Rail

- There is generally no need for rail companies to expand existing service or facilities in this area.

- Movement of dangerous goods is not yet a problem, but the potential dangers should be reviewed periodically.

- Provincial rail services should be made eligible for Federal cost-sharing to construct road/rail grade separations.

Rail Consolidation - The CPR and the Southern BC Rail run very close together on separate rights-of-way from Clayburn Road on the north to the international border on the south. This doubles the number of crossings and makes future grade separations very expensive. In some instances the two tracks are approximately 16 m apart. The feasibility of using only one track should be investigated.

Grade Separations - Traffic and congestion is continuing to increase and there is a need to construct overpasses over the rail lines.

5.0 PROPOSED PROJECTS

A plan for the transportation needs of the Central Fraser Valley Regional District is shown on Exhibit 1 and on the accompanying Tables. A Short Term Plan for the next five years is shown on Table 5.1. A Long Term Plan for needs to the year 2000 is shown on Table 5.2.

The plan is based on the transportation committee's own local experience and the input from the public and submissions received. This is derived from first hand experience driving the facilities every day. The plan is a true reflection of the needs of the Region as seen by its citizens.

Projects are listed in order of priority. The projects reflect the aspirations of both the general public and industry for better safety and greater mobility on the transportation system. The projects are identified by their respective modes, i.e.:

Air	A1
Roads	H1
Rail	R1
Transit	T1

The description of the project outlines the work to be done and the type of project indicates the phase of the work. (Planning, Design, Construction). The normal sequence of a project involves:

Planning: 1-3 years depending on the complexity of the project. The planning phase establishes the type, size, location and right-of-way requirements of the project. Preliminary cost estimates are also prepared at this stage.

Design and Right-of-Way Acquisition: 1-2 years. This phase involves design of all project elements, including horizontal and vertical alignment, structures, utilities and drainage. The specifications and tender documents for construction are also prepared at this time.

Construction: 1-3 years.

The preparation of this plan is a departure from the classic transportation planning process which involves the collection and analysis of travel data and the identification of need based on traffic demand and system deficiency.

The Ministry of Transportation and Highways has provided traffic volumes and accident rate information where available, as well as base data for construction cost estimates.

Where detailed traffic counts are available, they reflect the number of through movements on major roads. They do not give essential data on turning movements, vehicle classifications, peak period characteristics and accident diagrams.

Accident rates, when available, indicate the number of accidents reported per million vehicle kilometres driven within the project limits. An accident rate greater than 2.0 requires immediate investigation and design.

The rates must only be taken as general indicators of possible safety warrants for the projects; accident occurrence may be concentrated at specific "black spots" (i.e. hazardous intersections or other local alignment anomalies), rather than distributed over a project's entire length.

The collection and updating of traffic counts and accident statistics will be an important aspect of the review process for the transportation plan.

Table 5.1

SHORT TERM PLAN: 0 5 YEARS IMPLEMENTATION

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

CENTRAL FRASER VALLEY REGIONAL DISTRICT

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
H1 Mt. Lehman Interchange	At Highway #1	Reconstruct the interchange at this location considering the future location for a proposed "Border Freeway" interchange. Also coordinate with the proposed Townline Road overpass. Widen South Fraser Way to 4 lanes from Mt. Lehman Road to Aldergrove.	40,600 (Highway #1) 8000 (Mt. Lehman Road)					Improve access to airport and Clearbrook built-up area. Facilitate industrial and residential development.	D,C	22.0		
H2 Highway #11 Upgrading	Harris Road to International Border	Confirm the designated classification for this route. Construct five lanes from U.S. Border to McClary. Construct four lanes with channelization from McClary to South Fraser Way. Construct four lanes with channelization for by-pass to Harris Road	11,000 (0.5 km south of Highway #1) 20,500 (0.2 km north of Highway #1)					Promotes tourism, industrial, commercial and residential growth, and international trade. Reduce traffic accidents.	D,C	19.4		
T1 Additional Local Buses	Matsqui/Abbotsford Transit Service Area	Increase the number of buses from 4 to 12 and provide longer hours						Reduce road construction costs. Reduce need for two cars per family. Improve access to community facilities (colleges, recreational facilities, etc.) Improve service to people not owning cars such as the high population of seniors.	C	1.8		
H3 Maclure Road Classification and Upgrading	Highway #1/ Mt. Lehman Road to Highway #11	Classify as Provincial Arterial. Upgrade to four lanes with left turn channelization with an interchange at Hwy. 11 and overpass structures at the BC Southern and CP Rail tracks.						Remove local traffic from Highway #1. Reduces short cutting through residential areas. Improves viability of Matsqui Rail Industrial Park. Provides another east-west route to reduce traffic congestion in downtown area.	P,D,C	14.0		
H4 Road/Rail Signalization	Vye Road and Hazel Street	Install complete traffic signalization at these road/rail crossings. The rail shunting tracks will have to be adjusted to accommodate Vye Road signalization						Improve Safety		0.4		

*Number of accidents per million vehicle kilometres

Table 5.1

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

CENTRAL FRASER VALLEY REGIONAL DISTRICT

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

	PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC. RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
H5	Border Freeway	Along King Road - 16th Avenue Corridor	Plan a new freeway route connecting Hwy. #1 to Hwy. #99						Provides strong connection between Vancouver and Abbotsford airports to facilitate tandem development of these airports. Provides southern high capacity controlled access route from the Region and Hwy. #1 on the east to Hwy. #99, 17 and the Tsawwassen Ferry on the west.	P	0.2		
R1	CPR and BC Southern Rail Consolidation	McCallum Road to Highway #1	Combine the CPR and BC Southern Rail into one joint line using the B.C. Southern						Would allow the utilization of federal funds. Would reduce costs of grade separation for all streets. Reduce traffic in residential areas and free up areas for industrial/commercial development.	P	0.2		
H6	Highway #1 Freeway Upgrading	East of Whatcom Road to Vedder Canal	Construct an interchange at No. 1 Road and eliminate all direct access. Existing W/B lanes become a local road. Construct new W/B lanes and a new bridge over the Sumas Canal	32,500 (Highway #1 at Vedder Canal)				1.51* (between Sumas Canal and Vedder Canal)	Reduce traffic accidents and congestion.	P,D,C	7.6		
H7	Hazel/McKee Overpass	Abbotsford/Matsqui	Plan an overpass of Highway #11 connecting Hazel Street to McKee Road							P	0.1		
R2	Extend Commuter Rail	To Mission	Extend the proposed Commuter Rail Service from Port Moody to Mission						Reduce traffic congestion and automobile pollution. Support residential and commercial development in this area.	P,D,C			
H8	Townline Road/ Peardonville Road Overpass	Over Highway #1	Construct an overpass of Highway #1 connecting Townline Road to Peardonville Road						Provide connection for residential development north of Highway #1 to industrial employment on the south side of the highway.	P,D,C	0.8		
H9	McCallum Road Declassification	South Fraser Way to Highway #1 Matsqui	MTH plan to declassify from Provincial Arterial status to Municipal responsibility. Should first be upgraded to four lanes, undivided standards with left turn slots, curb and gutter, and sidewalks.	15,300 (on overpass of Highway #1)					Provide access for emergency vehicles to hospital with upgrading. Major road for commercial/ residential area. Improve access to Fraser College	P,D,C		4.3	

*Number of accidents per million vehicle kilometres

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

Table 5.1

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

CENTRAL FRASER VALLEY REGIONAL DISTRICT

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC. RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
H10 West Railway Street Declassification	Essendene Avenue to South Fraser Way	MTH plan to declassify from Provincial Arterial status to Municipal responsibility. Should first be upgraded to four lane standards as noted above.						Improve route for Abbotsford-Mission traffic including inter-hospital/emergency vehicular traffic.	D,C		1.0	
H11 Gladys Street Declassification	Highway #11 Bypass to Essendene Avenue	MTH plan to declassify from Provincial Arterial status to Municipal responsibility. Should first be upgraded to four lane standards as noted above.							D,C			1.0
H12 Essendene Avenue Declassification	Gladys Street to West Railway Street	MTH plan to declassify from Provincial Arterial status to Municipal responsibility. Should first be upgraded to four lane standards as noted above.							D,C			0.5
H13 South Fraser Way Declassification	McCallum Road west to Highway #1. Matsqui	MTH plan to declassify from Provincial Secondary status to Municipal responsibility. Should first be upgraded to four lane standards as noted above.							D,C	3.0		
										-----	----	---
										69.5	5.3	1.5

Table 5.2

LONG TERM PLAN: TO YEAR 2000

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

CENTRAL FRASER VALLEY REGIONAL DISTRICT

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC. RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
H5 Border Freeway	Along King Road - 16th Avenue Corridor	Construct a new freeway route connecting Hwy. #1 to Hwy. #99.						Provides strong connection between Vancouver and Abbotsford airports to facilitate tandem development of these airports. Provides southern high capacity controlled access route from the Region and Hwy. #1 on the east to Hwy. #99, #17 and the Tsawwassen Ferry on the west.	D,C			
R3 Extend Commuter Rail	Mission to Abbotsford	Extend the proposed Commuter Rail Service from Mission to Abbotsford.						Reduce traffic congestion and automobile pollution. Support residential and commercial development in this area.	P,D,C			
T2 SkyTrain Extension and Express Bus Connections/Park and Ride	To Guildford Highway #1	Extend the SkyTrain system from the existing line out to Guildford exit from Hwy. #1 and provide park and ride and Express Buses from surrounding areas feeding into the SkyTrain.						Reduce traffic congestion and automobile pollution. Support residential and commercial development in this area.	P,D,C			
H14 Sumas Mountain Road/Cole Road Interchange	At Highway #1	Connect Sumas Mountain Road to Cole Road with an interchange at Highway #1.						Better access to highway for industrial traffic leaving the Region. Reduce truck traffic on local roads. Save farmland.	P		0.1	
H15 Road/Rail Grade Separations	Marshall Road Hazel Street Essendene Avenue	Construct overpasses or underpasses of the rail tracks at these intersecting road locations						Possibly take advantage of CP Rail Federal cost sharing programs.	D,C		2.5	
H7 Hazel/McKee Overpass	Abbotsford/Matsqui	Construct an overpass of Highway #11 connecting Hazel Street to McKee Road.							C	0.6		
H16 Harris Road Classification	Highway #11 to Highway #1	Alignment improvements and provincial arterial classification						Accommodate North Shore to Highway #1 traffic.	P,D,C		X	
R4 Lowering of Railroad tracks	Downtown Abbotsford	Tracks need to be lowered below ground in the long term to facilitate the construction of road/rail grade separations. This would occur when grade separations are implemented.						Reduce cost and local impact when building grade separations.	P			0.2

6.0 PROPOSED INITIATIVES

A summary of the proposed transportation related initiatives for the Central Fraser Valley Regional District is shown on Table 6.1.

Table 6.1

SUMMARY OF PROPOSED INITIATIVES

CENTRAL FRASER VALLEY REGIONAL DISTRICT

INITIATIVE TITLE	PROBLEM/OPPORTUNITY	ACTION PROPOSED
General		
Employment	Scattered employment - increase automobile travel.	Encourage local employment opportunities.
Hospital Facilities	Emergency vehicles are delayed during peak traffic hours. The availability of immediate emergency air service is inconsistent.	Improve local hospital facilities to reduce dependency on Vancouver General Hospital.
Transit		
Transit Ridership	Need to encourage more transit ridership.	Road and highway improvements should make provision for future mass transit. High occupancy vehicle (HOV) lanes should be provided on Highway #1 as part of the corridor upgrading.
Local Transit	Local transit ridership is very high.	This is an immediate priority for more local buses and longer hours of service.
Commuter Rail/SkyTrain	Impact on area.	The impact that the extension of Commuter Rail to this area will have on the probability of future SkyTrain service to this area must be addressed.
Air		
Abbotsford Airport	Passenger Terminal to enhance air traffic at airport.	The scheduled 1991 completion of the Abbotsford Passenger and Commercial Business Centre must be met.

INITIATIVE TITLE	PROBLEM/OPPORTUNITY	ACTION PROPOSED
Rail		
Dangerous Goods	Dangerous goods not yet a problem.	The potential dangers should be periodically reviewed.
Cost Sharing	Availability of money.	Federal funds should be made available for Provincially Chartered Railways.
Roads		
Upgrading Roads	The MTH currently do not define the amount of upgrading for candidate road declassification from Provincial to Municipal responsibility.	All roads should be upgraded to four lanes arterial standard with left turn lanes, curb and gutter and sidewalks.
Coordination of Improvements	Lack of coordination and communication amongst government agencies and departments.	Road improvements should be coordinated with other related improvements such as drainage, sewerage, etc. This requires planning and communication between various jurisdictions and departments.
Funding R.O.W.	Loss of future corridors and ability to upgrade facilities due to lack of available R.O.W.	A funding program should be introduced or enhanced to purchase property required for future road right-of-way well in advance of construction taking place. The relatively few corridors remaining for future new roads are being quickly eliminated by land developments.
Sharing of Road Acquisition Costs	Road acquisition costs incurred by a municipality as part of a project shared under the Revenue Sharing Program for Major Municipal Roads with the Provincial Government are only eligible for cost sharing if the property required for the road project has been purchased **after** approval of the project by the Province. Good planning necessitates the acquisition of lands far in advance of actual construction.	The Provincial Government should accept road acquisition costs as being eligible for cost sharing if the lands have been purchased within the 10-year period prior to formal approval of a road construction project under the Revenue Sharing Program.

7.0 CONCLUSION

The Central Fraser Valley Regional District is experiencing extremely rapid growth and requires the reconstruction of the Mt. Lehman Road Interchange and the improvements to Highway #11 immediately if it is to continue this growth.

The Mt. Lehman Road Interchange will improve the access to Abbotsford Airport which will ensure its continued growth. The terminal building to be completed in the near future will also enhance the Abbotsford Airport's ability to service the Region, to be a more effective backup for Vancouver Airport and to continue to be a strong economic generator.

The upgraded Highway #11 will provide the needed north-south arterial road capacity required for tourist traffic from the U.S. and the Region as a whole.

The improvements recommended for Highway #1 and the Border Freeway will assure adequate traffic capacity for the future. These routes will provide the east-west connections needed for tourist and local traffic from Highway #1 east and the Region to Highway #99, the Vancouver Airport and the Tsawwassen Ferry in the west.

APPENDIX A

- Public Hearing Agenda
- Newspaper Advertisements
- Newspaper Clippings
- Invitation Letter
- Mailing List

SCHEDULE "A"

WELCOME PUBLIC

INTRODUCE FILM; FREEDOM TO MOVE

THE TRANSPORTATION COMMITTEE IS MADE UP OF HARD WORKING AND DEDICATED INDIVIDUALS.
THE APPOINTED MEMBERS ARE:

COLE SHELBY	JOHN FRIESEN	MALCOM HARVEY
LARRY WIEBE	AL HURTUBISE	DAVID McLELLAN
and ALDERMEN:	CHRIS LAMB &	CLARENCE JENSEN

STAFFS OF BOTH MATSQUI AND ABBOTSFORD HAVE GIVEN OF THEIR TIME AND ENERGY: IN PARTICULAR:
PAUL MORITZ JIM DUCKWORTH ED REGTS DEB GREENFIELD.

WE HAVE ALSO HAD THE EXPERTISE OF SUPPORT STAFF FROM:
THE MINISTER OF HIGHWAYS
THE MINISTER OF STATE

ROSS WALKER OF DELCAN CONSULTANTS

PAUL MORITZ REGIONAL STATISTICS

JIM DUCKWORTH FRASER VALLEY EAST AND RAIL

ED REGATS FRASER VALLEY WEST AND 16th AVE.

AL HURTUBISE AIRPORT AND ECONOMIC DEVELOPMENT

15 MINUTE INTERMISSION

ADD DEREK PARKES TO TABLE REGIONAL MANAGER PLANNING MIN. OF HIGH.

OPEN FOR QUESTIONS, COMMENTS, AND SUGGESTIONS FROM PUBLIC.

CLOSE OFF.

FREEDOM TO MOVE TRANSPORTATION HEARINGS

A prominent group of citizens has been named by the Minister of State for the region to sit on a Regional Transportation Planning Committee.

The Committee's task is to develop and recommend to the provincial government a comprehensive strategy and long-term transportation plan for the region.

Community input is sought through written submissions and public hearings. Individuals, groups and businesses are invited to write or make oral submissions directly to the Committee outlining ideas, concerns and recommendations on the regional transportation issues.

Written submissions can be presented at the public meetings or they can be mailed to the Regional Transportation Committee, c/o Corrinne Wright, Central Fraser Valley Regional District, 34194 Marshall Road, Abbotsford, B.C. V2S 5E4. Deadline for submissions is April 14th, 1989.

For more information contact Committee Chairman Corrinne Wright at 826-9427, or Committee Vice-Chairman Chris Lamb at 852-5882.

PUBLIC HEARING SCHEDULE
ABBOTSFORD

Monday, April 3rd, 1989
Fraser Valley College Theatre/Lecture Room 7:00 p.m.

Province of British Columbia
Hon. Elwood N. Veitch
Minister of State for Mainland/Southwest

Hon. Peter Dueck, MLA
Harry De Jong, MLA

Transport headaches? Take them to Monday's meeting

Tired of fighting rush-hour traffic? Do we need quick access to commuter rail, or better passenger facilities at Abbotsford Airport?

Central Valley residents with ideas on how to improve area transportation may take them to a public meeting Monday night (April 3), says the chairman of a task force formed to study the issue.

Corrinne Wright says her regional transportation committee is working against an early June deadline to come up with a list of important items.

Among its major concerns:

• Sumas Way between the Highway 11 bypass and the U.S. border has to be upgraded to five lanes — as traffic to and from the international boundary continues to increase.

In 1988, about half a million vehicles — and three million people — entered Canada at Huntingdon.

• Mt. Lehman interchange on Highway 1 has to be improved to allow better access to Abbotsford Airport and the Clearbrook industrial area.

• Maclure Road should be classified as an "arterial route" to take pressure off other east-west connectors such as South Fraser Way.

The committee of Central Fraser Valley Regional District is to develop a "comprehensive strategy" on transportation for recommendation to the province in about two months.

Priorities studied

The committee has been divided into four groups, each charged with studying priorities in air, rail, highway and rapid transit.

Similar groups have been formed across the province in an effort to come up with a total transportation plan meant to bring B.C. into the 21st century.

But gathering facts to back their priorities hasn't been easy — a study by a consulting engineer hired by the province has "seriously underestimated" increases in both traffic and population in the Central Fraser Valley.

Matsqui's public works director, Ed Regts, told the committee that the recent report by DelCan engineering combined Abbotsford and Matsqui with other areas, and predicted an annual population growth of less than three per cent.

Growth underestimated

But Matsqui's own planning department has recorded past growth rates of up to five per cent, he noted, saying DelCan's figures represent a serious underestimate of what is actually happening in the area.

"The DelCan study lumped us in with Chilliwack and Langley," Wright told *The News*.

"Statistics (i.e., on population and traffic) had first to be gathered. Both municipalities have been excellent in providing us with them."

In areas other than traffic, the committee has also been active.

For example, it feels the Surrey terminal of SkyTrain should be extended east to the Guildford area, to take pressure off the freeway.

The committee will also recommend "grade separation" between roads and the two rail lines through downtown Abbotsford, to allow building an overpass.

And the current passenger terminal at Abbotsford Airport needs to be developed into a facility that will attract more people to use it.

Wright stressed that "public backup" is needed for the province to heed concerns over area transportation.

People have until April 14 to contact the committee.

Written submissions can be presented at Monday's 7 p.m. public meeting in the Fraser Valley College theatre, or they can be mailed to the Regional Transportation Committee, c/o Corrinne Wright, Central Fraser Valley Regional District, 34194 Marshall Rd., Abbotsford V2S 5E1.

ROAD STUDY CALLED FOR

'It always seemed in the past that the MLA with the loudest voice received most of the highway's funding in their ridings with little thought to how it would impact on neighboring areas.'

—WRIGHT

The provincial government has asked local politicians to priorize needed transportation improvements for the Lower Mainland and Fraser Valley in the coming years.

Fraser-Cheam Regional District Board chairman Lloyd Forman and his counterpart for Central Fraser Valley Regional District Corinne Wright have been appointed to the Mainland/Southwest regional committee.

They will be joined by regional district board chairmen for Dewdney-Alouette Lloyd McKinnon, Greater Vancouver Gil Blair, Squamish-Lillooet Dan Cumming and Sunshine Coast Peggy Connor.

Forman was unavailable for comment, but he has been a supporter of the provincial government's attempt to involve local government more in the transportation planning process.

Wright said she hoped the recommendations made by the committee would help eliminate the poorly planned expenditure of transportation funds in the past.

"It always seemed in the past that the MLA with the loudest voice received most of the highway's funding in their ridings with little thought to how it would impact on neighboring areas," Wright said.

"While the idea is certainly a positive step, it will remain to be seen if the government will follow up our recommendations or provide any money to bring them to reality."

Wright said Fraser Valley has a serious traffic congestion problem that will only get worse as the population continues to expand at a rapid rate.

The Mainland/Southwest recommendations and those of other similar regional transportation committees around the province must be submitted to the Ministry of Transportation and Highways for technical and budget review in the summer of 1989.

Those results will be integrated with a baseline transportation study already completed by Victoria and turned over to cabinet in the fall of 1989.

Abbotsford, Sumas and Matsqui **News**

34375 Cyril Street, Abbotsford, B.C. V2S 3X3

Randy Blair — Publisher

Mark Rushton — Editor

Ken Wood — Advertising Manager

Can wait no longer

The traffic situation between this community and Vancouver is more than simply a commuter's headache, it is becoming a matter of life and death.

As MSA General Hospital's executive director pointed out recently, "all the main (medical) referral centres are in the downtown core" of Vancouver, and with the heavy freeway traffic, particularly at rush hour, are becoming more and more difficult to get to.

In fact, even using an emergency helicopter a few weeks ago, the trip still took two hours.

That is too long, considering the distance is only about 60 kilometres.

This community is too large, too close to the city, to have to put up with such circumstances.

As the hospital director points out, either our patients have to get into the city sooner, or a major medical centre must be located in the Central Valley.

It is all well and good for the provincial government to be crowing about a balanced budget, but if people have to die to achieve that, it is a hollow victory.

Unfortunately, the present government is having to wrestle with debts accumulated by past administrations.

However, fiscal responsibility is only one aspect of government. The people are its primary responsiblity.

Certainly costs must be balanced against benefits, but the congestion of the freeway at certain hours of the day has put the scale out of whack.

The government, particularly our own MLAs, must carefully consider the remarks of the hospital administrator.

Our population demands it.

Either the freeway must be widened to alleviate congestion, or a major regional medical referral centre must be established in the Valley.

Until one or the other occurs Valley residents, as Matsqui alderman Henry Teichrob points out, are "being denied first-class medical attention."

There are too many lives depending on such "attention" to delay a decision much longer.

Jan. 4/88

Transport plan gets builders support

Editor, The Times:

A transportation plan for B.C. is good news.

For some time the B.C. road builders have advocated such a plan.

A province like ours needs a working transportation system, particularly roads.

B.C. has approximately one registered vehicle for each resident in the province and the number of registered vehicles grows by 70,000 or about 3 per cent per year.

For most areas of the province, roads are the principle means of transportation to go to and from work, to transport goods and services, to provide ambulance service, fire protection, police protection and other emergency services.

Expenditures on highways are not at the expense of expenditures in other needed areas.

Roads provide the basis for our modern lifestyle, our commerce and industry, our jobs and incomes, our recreation, our health and safety, our integration as a functioning society.

Roads are part of the necessary infrastructure that fosters the economic activity that creates the wealth to pay for schools, hospitals and social services.

Hence a transportation plan for B.C. to ensure that the expenditures result from careful planning and consideration of the needs of all British Columbians.

We view this initiative by government very positively. Yes we are one of the beneficiaries of increased highway expenditures, but we believe all British Columbians shall benefit as well.

Ivan W. Hanchard

ABBOTSFORD/CLOVERDALE TIMES MAR 22/89

Road review

A public meeting on transportation will be held Apr. 3.

The transportation committee of the Central Fraser Valley Regional District will be reviewing the needs and priorities of all aspect of transportation in the area, including air, rail, highways and transit.

Committee chairman Corrine Wright says they are trying to develop a comprehensive strategy and long and short term priorities to recommend to the provincial government.

APRIL 5/89 - NEWS

'Transportation' no issue here?

If transportation problems are weighing heavy on the minds of area residents, the sparse attendance at Monday night's transport committee hearings didn't show it.

Only about 30 people showed up at Fraser Valley College to fill out questionnaires, and listen to speakers, as part of efforts to gain public input into what local transportation priorities should be.

Matsqui planning director Paul Moritz had some sobering facts for those who did attend: by the year 2001, the Central Valley will have a population of 127,000.

"Growth is coming regardless — we don't have to fight for it," he said.

Some issues raised by speakers — who included municipal staff from both Matsqui and Abbotsford — were:

- Highway 11 from the international boundary to the Abbotsford bypass should be widened to five lanes.
- Mt. Lehman interchange of Highway 1 must be upgraded to allow improved access to Abbotsford Airport.
- The CP Rail and Southern Railway of B.C. crossings at Vye Road should be signaled, and the two rail lines should share a common right-of-way into the downtown area.

The local transportation committee, chaired by Central Fraser Valley Regional District board member Corrinne Wright, will submit a list of priority items to the province in June.

These and priorities from six other regions throughout B.C. will go to the provincial cabinet, which will then come up with a five-year transportation plan for the early 1990s.

People have until Friday, April 14, to contact the committee.

Written comments can be mailed to the Regional Transportation Committee, c/o Corrinne Wright, Central Fraser Valley Regional District, 34194 Marshall Rd., Abbotsford V2S 5E1.

Said Wright at the close of Monday's gathering: "I can't stress enough the importance of public input into this — it's your tax dollars we're dealing with."

Traffic jams stall ambulances

Either some way has to be found to get hospital patients into Vancouver quickly — or metro-area medical services have to be brought to the Central Fraser Valley.

That message was given to the regional transportation committee hearing Monday night by MSA General Hospital executive director Don Thomson.

His views were echoed earlier that day by Matsqui Ald. Henry Teichrob, who told council's regular meeting that bottlenecks created by rush hour traffic mean residents are "being denied first-class medical attention."

Speaking to a small audience in Fraser Valley College's lecture theatre, Thomson said: "All the main referral centres are in the downtown core — and all are increasingly difficult to get to."

He told the hearing that an evacuation about six weeks ago of a patient from Abbotsford Airport to Vancouver via helicopter took more than two hours — and was done because of rush hour traffic.

Transport committee chairman Corrinne Wright told Thomson his concerns would be noted.

NEWS 1989

Abby push for rail line

Abbotsford Council wants commuter rail service extended to the area within the next five years.

On the advice of the planning and development committee, council has decided to write to the Minister of Municipal Affairs, Rita Johnson, suggesting that the service extension be included in the five-year plan.

The issue came up after Planning Director Dave McLellan referred to a news release about proposed commuter rail service between Port Coquitlam and downtown Vancouver. He suggested the letter be sent to Johnson, who is also responsible for provincial transit, that the service be extended to Abbotsford to relieve congestion on Highway One.

The recommendation will also be sent to the two area MLAs and MP Ross Belsher.

MAR. 1989

'Killer corner' improved

The intersection at Clayburn Rd. and Highway #11 is being widened.

But the sorely lacking lights at the intersection won't be installed until after the initial changes are made.

The intersection has been the scene of several accidents in the decade.

A recent petition gathered over 500 names to pressure the Ministry of Highways and local politicians to get a stop light at the intersection.

MAR. 1 1989 THE NEWS

Politicians to study bigger transit system

The expanded four-bus transit system for Abbotsford-Matsqui will be up for review and approval today (Wednesday, March 1) at a special meeting of the committee of joint councils.

B.C Transit is to present a detailed study of five new routes proposed to both councils at Matsqui Government Centre.

Transit service began in the two municipalities in August 1986, with two buses running on hourly schedules to most residential and commercial areas of the community.

B.C. Transit says the new four-bus system will result in "minimal" waits for riders, and will introduce service to residential areas where buses do not currently run.

Figures compiled by B.C. Transit show that at the present time, 42 per cent of passengers carried pay a regular adult fare.

Students comprise 38 per cent of all passengers, seniors 14 per cent and those with social services ministry passes, six per cent.

However, with the additional buses it's hoped commuters and students will use the system more frequently.

Total cost of running the two bus system last year was $186,730, with nearly $46,000 of that shared by municipal government.

Start-up for the new system is set for late August.

NEWS MAR. 1 1989.

Commuter rail is in sight for Mission

Commuter rail will be in Port Coquitlam in two years, and Mission not too long after.

That's what Mission's MP Joy Langan said she had been assured of during talks with Rita Johnston, provincial minister of municipal affairs.

"I was talking to Rita and she again assured me that it's going to Port Coquitlam in two years, and then it will be extending to Mission," Langan told the Dewdney-Alouette Regional District board on Tuesday.

"Phase one of commuter rail is to go to PoCo for a two-year test of feasibility, and then the extension would be announced."

A.S.M. NEWS MAY 10 '89.

Motorists now taxed $450 a year

B.C. Automobile Association (BCAA), with more than 500,000 members is "deeply disappointed" with the increase in the gasoline excise tax recently announced by federal finance minister Michael Wilson.

"The minister has once again confused necessity with luxury for the sake of deficit reduction," said BCAA vice-president John Ratel.

"In B.C., as in much of Canada, the automobile is a necessity. Transport Canada statistics show that almost 70 per cent of B.C. residents must use their cars to travel to work. For the majority, the automobile is the only viable means of transportation.

"B.C. drivers can now expect to pay, on average, $450 annually in gasoline taxes," noted Ratel.

"These taxes fund deficit reduction and other programs not related to motoring. Despite more than $8 billion taken annually from the pockets of Canadian motorists, direct federal expenditures on roads amount to less than $200 million."

When the Progressive Conservative government came to power in September of 1984, the federal excise tax on gasoline stood at 1.5 cents per litre. In the five years since, it has increased by no less than 400 per cent to its current rate of 7.5 cents per litre.

Direct taxes, both federal and provincial, now amount to about half the price of a litre of gas at the pumps.

CENTRAL FRASER VALLEY
REGIONAL DISTRICT

CENTRAL FRASER VALLEY
REGIONAL HOSPITAL DISTRICT

34194 MARSHALL ROAD,
ABBOTSFORD, B.C. V2S 5E4
TELEPHONE: 853-1155
FAX: 853-1155 (MANUAL)

The Regional Transportation Committee of the Central Fraser Valley Regional District would like to inform and invite you to a Public Meeting on April 3, 1989 at 7:00 P.M. at the Fraser Valley College in the Theatre/Lecture Room.

The Transportation Committee is reviewing all modes of transportation, including air, rail, highways and transit.

The Transportation Committee will develop a comprehensive strategy and long and short term transportation priorities to recommend to the Provincial Government.

Individual groups and businesses, and the public, are invited to write and/or make oral submissions to the Committee, outlining their ideas, concerns and recommendations on Regional transportation issues, with a view to the affect and promotion of economic development in this Region.

Written submissions can be presented at the Public Meeting or they can be mailed to the Regional Transportation Committee, c/o Corrinne Wright, Central Fraser Valley Regional District, 34194 Marshall Road, Abbotsford, B.C., V2S 5E4. The deadline for submissions is April 14, 1989.

For more information contact Committee Chairman, Corrinne Wright at 826-9427, or Committee Vice-Chairman, Chris Lamb at 853-5002.

Yours truly,

Corrinne H. Wright

Corrinne H. Wright
Chairman
Regional Transportation Committee

C.F.V.R.D. TRANSPORTATION STUDY
PUBLIC MEETING - MAILING LIST 1989

Abbotsford-Clearbrook Times
2585 McCallum Rd.
Abbotsford,B.C.V2S 3R1
Brian McCristall

Abbotsford Growers Co-op Union
31825 Marshall Rd. R.R.5
Abbotsford,B.C.V2S 4N5
B.Koop

Abby Equipment Ltd.
31087 Peardonville Rd.
RR7,Abbotsford,B.C.V2S 5W6
John Dick

Abby Hay Sales
39462 No.3 Rd.
Abbotsford,B.C.V2S 4N4
Harold Dekker

Airport Advisory Board
c/o Peat Marwick
2309 McCallum Rd.
Abbotsford,B.C.V2S 3N7
G.Fribance,Chairman

Airshow Canada Society
31212 Peardonville Rd.
Abbotsford,B.C.V2S 5W6
Ron Price

Apex Industrial Movers Ltd.
P.O. Box 2248
Clearbrook,B.C.V2T 4X2
Don MacBurney

Arnold Bros.Transport Ltd.
31100 Wheel Ave,R.R.1
Abbotsford ,B.C.V2S 1M3
D.Kanikan

Associated Engineering Ltd.
4940 Canada Way
Burnaby,B.C. V5G 4M5
C.Peter Yeoman

A.S.M. News
34375 Cyril St.
Abbotsford,B.C. V2S 2H5
Mark Rushton

Big "O" Drain Tile Co.Ltd.
34601 Vye Rd.
Abbotsford,B.C. V2S 4N7
Barry Nybo

Green Valley Fertilizers Ltd
General Delivery
Abbotsford,B.C.V2S 4N6
C.Mouritzen

Greyhound Bus Lines
2033 Abbotsford Way
Abbotsford,B.C. V2S 6Y6
E.Payne

Group Two Design Consultants
32275 Huntingdon Rd.
Abbotsford,B.C.V2S 4N5
Carson Noftle

Hejo Industries Ltd.
739 Riverside Road
Abbotsford,B.C.V2S 4N2
Jerry Watson

Helton Industries Ltd.,
30321 Fraser Highway
Aldergrove,B.C. V0X 1A0
Henry Neels

Hub Fire Engines & Equipment
P.O.Box 10
Abbotsford,B.C. V2S 4N7
L.Bunz

Intercoast Lumber Ltd.
3183 Mt.Lehman Rd.
R.R.8,Abbotsford,B.C.V2S 6A9
L.Bourgeauld

Jesse Processing Ltd.
436 Bradner Rd.South,R.R.1
Abbotsford,B.C.V2S 1M3
Harry Jesse

Kenco Land Management Co.Ltd.
31070 Old Yale Rd.
Abbotsford,B.C. V2S 6A9
S.Kennedy

Khangura Engineering
#204, 33119 S.Fraser Way
Abbotsford,B.C. V2S 2B1
Bill Khangura

Kohlman Industries Ltd.
29170 Fraser Highway
Aldergrove, B.C. V0X 1A0

Blackham's Sand & Gravel
Box 39,
Abbotsford,B.C. V2S 4N7
M. BLACKHAM

Blue Mountain Log Sales
33610 E. Broadway
Mission,B.C. V2V 4M4
L. Clarke

B.C.Blueberry Co-op Assoc.
31852 Marshall Rd.
Abbotsford,B.C. V2S 4N5
W. Whaley

B.C.Raspberry Growers'Assoc.
#204, 2464 Clearbrook Rd.
Clearbrook, B.C.V2T 2X8
C.Graham

Brookside Farms Ltd.
31212 Peardonville Rd.
Abbotsford,B.C.V2S 5W6
J.Wiebe

Buckerfield's Ltd.
33250 Ventura Ave.
Abbotsford,B.C. V2S 4N8
Peter Brewer

Builders Choice Ready Mix
P.O. Box 8
Abbotsford,B.C. V2S 4N7
B.Epp

Cascade Charter Services
44255 Yale Rd. West
Sardis, B.C. V2R 1A9
B.Woodford

Cascade Windows Ltd.
34377 Marshall Rd.
Abbotsford,B.C. V2S 6Y3

Central Valley Engineering
#101, 2469 Montrose
Abbotsford,B.C.V2S 3T2
Jan Schouten

C.F.V.R. Radio Station
2722 Allwood St.
Clearbrook,B.C.V2T 3R8
R. Singleton

Krahn & Associates Engineering
#201, 34609 Delair Rd.
Abbotsford,B.C. V2S 2E1
D.Krahn

Lang Engineering Ltd.,
#202, 2760 Gladwin Rd.,
Abbotsford,B.C. V2T 4S8
Nelson Lang

Lilydale Co-operative Ltd.
318 94 Marshall Rd.
RR5,Abbotsford,B.C. V2S 4N5
R. Patterson

Loewen Welding & Manufacturing
Box 66,
Matsqui,B.C. V0X 1S0
Ernest Loewen

M. & R. Woodturning Ltd.
#14,31088 Peardonville Rd.
RR7,Abbotsford,B.C. V2S 5W6
Robert Quinn

Mainland Machinery & Welding
2255 Townline Rd.
RR 1,Abbotsford,B.C. V2S 1M3
Peter Friesen

Majha Fruit Valley Process Inc
P.O.Box 2123,Clearbrook Stn.
Clearbrook,B.C. V2T 3X8
G.S.Gill

Matsqui Economic Development Com
32315 S.Fraser Way
Clearbrook,B.C. V2T 1W7
M.Harvey

Matsqui Police Service
32315 S.Fraser Way
Clearbrook,B.C. V2T 1W7
Barry Daniels

Midland Wood Products Ltd.
34499 McClary Ave.
Abbotsford,B.C.
Bob West

M.S.A. Cablevision Ltd.
Box 2125,Clearbrook Stn.
Clearbrook,B.C.V2T 3X8
Drew Kirby

Chamber of Commerce
2462 McCallum Rd.
Abbotsford,B.C.V2S 3P9
Gordon Holloway,President

Civic Consultants
#105, 2760 Trethewey
Clearbrook,B.C.V2T 3R1
Lorne Davidson

Clayburn Industries Ltd.
33765 Pine Street
Abbotsford,B.C.V2S 5C1
J.S.Robertson

Clearbrook Grain & Milling
Box 2024
Clearbrook,B.C.V2T 3T8
Jake Friesen

Clearbrook Iron Works
417 Sumas Way
Huntingdon,B.C.V2S 4N2
A.Unger

Clearbrook Town Square
Schroeder Properties Ltd
#510, 1040 W.Georgia St.
Vancouver,B.C. V6E 4H1

Clearbrook Windows Industries
P.O.Box 2052,Clearbrook Stn.
Clearbrook,B.C. V2T 3T8
Vic Hiebert

Coaspac Meat Ltd.
1874 Starr Rd.
Abbotsford,B.C.V2S 4N4
S. Robertson

Coast Agri Fertilizers
464 Riverside Rd.
RR 2,Abbotsford,B.C.V2S 4N2
J.E.Stearns

Columbia Bitulithic Ltd.
P.O. Box 2067,
Clearbrook,B.C.V2T 3T8
C.Neudorf

Columbia Kitchen Cabinets
2221 Townline Rd. RR 1
Abbotsford,B.C. V2S 1M3
Deril Neill

M.S.A.General Hospital
2179 McCallum Rd.
Abbotsford,B.C.V2S 3P1
D.Thompson,Executive Director

M.S.A.Moving & Storage Ltd.
2061 Riverside Rd.
Abbotsford,B.C. V2S 6A5
D. Lewington

Mukhtiar & Sons Packers
287 Townline Rd.,
Abbotsford,B.C. V2S 1M3
B.Neger

Noort Homes
7857 - 6th Street
Burnaby,B.C.V3W 3N4
Len Noort

Nova Kitchens & Custom Cabinet
31087 Peardonville Rd.
RR7,Abbotsford,B.C.V2S 5W6
G.Dykstra

Ocean Pacific Manufacturing
#9, 31550 S.Fraser Way
Clearbrook,B.C. V2T 4C6
N.Maherali

Pacific Design Service
#206, 2760 Gladwin Rd.
Abbotsford, B.C. V2T 4S6
Dan Ratzlaff

Pacific Pallet Ltd.
28686 Fraser Hwy.
Aldergrove,B.C. V0X 1A0
R. Harms

Pacific Coast Remanufacturing
2031 Paramount Crescent
Clearbrook,B.C. V2S 4N5
J.E.Penman

Parsons Moving & Storage
34416 Marshall Rd.
Abbotsford,B.C.V2S 5A5
Ron Parsons

Pre-Con Products Co.
30758 S.Fraser Way
RR 7,Abbotsford,B.C. V2S 5W6
J. Kingma

Doorcraft Industries Ltd.
33733 King Road
RR 2, Abbotsford,B.C.V2S 4N2
J.Young

Hon.Peter Dueck, M.L.A.
#106A, 2760 Trethewey
Clearbrook,B.C.V2T 3R1

Empress Foods Ltd.
31122 S. Fraser Way RR 3,
Abbotsford,B.C. V2S 4N5
V. Giesbrecht

First National Properties Ltd
#1000, 1075 W. Georgia St.
Vancouver,B.C. V6E 4G8
Graham How

Flex Lox Industries
P.O. Box 400
Abbotsford,B.C. V2S 5Z5
Jerry Vance

Fraser River Truck & Equip.
Owners Association
Sylvester Rd. RR 3,Mission,B.C.
L.E. Lonneberg

Fraser Valley College
33844 King Rd. RR 2,
Abbotsford,B.C. V2S 4N2
Peter Jones,President

Fraser Valley Milk Producers Assn.
1799 Riverside Road
Abbotsford,B.C.
R.J. McDowell

Fraser Valley Steel & Wire
3174 Mt.Lehman Rd.
RR 3, Abbotsford,B.C.V2S 6A9
David Froese

Fraserway R.V. Centre Ltd.
31631 S. Fraser Way
Clearbrook,B.C. V2T 1T8
James Epp

Golden Valley Processors Inc.
P.O. Box 316
Abbotsford,B.C. V2S 4N9
Ken Funk

Universal Flavors (Canada)
G - 34445 Marshall Rd.
Abbotsford,B.C. V2S 5Z1
D.McGuire

Urban Systems Ltd.,
7 St.Paul St. West,
Kamloops,B.C.V2C 1E9
Gerry Tonn

Urban Systems Ltd.
#135, 10451 Shellbridge Way
Richmond,B.C. V6X 2W8
D. Kirsop

Valley Rite-Mix Ltd.
Box 367,
Abbotsford,B.C. V2S 4N9
W. Sharp

Vallis Moving & Storage
34595 - 3rd Ave.
Huntingdon,B.C. V0X 1M0
F. Upton

Van Waters & Rogers Ltd.
P.O. Box 172
Abbotsford,B.C. V2S 4N8
R. Pearson

Vedder Transport Ltd.
33341C Marshall Rd.
Abbotsford,B.C. V2S 5A5
L. Wiebe

Wall Financial Corporation
520, 601 W. Broadway
Vancouver,B.C. V5Z 4C2
Bruno Wall

Wall & Redekop Feeds Division
Box 333,
Abbotsford,B.C. V2S 4N9
H. Froese

West Oaks Mall Shopping Centre
32700 S. Fraser Way
Clearbrook,B.C. V2T 4M5
Fay Hickey

Western Pacific Doorland
31414 Peardonville Rd.
RR 7, Abbotsford,B.C. V2S 5W6
S. Sveinson

Woodtone Industries Ltd.
~~2121 Paramount Crescent~~ 210 RIVERSIDE RD RR ~~5~~ 2,
Abbotsford,B.C. V2S 4N~~2~~ 4N2
J.Jones

Conair Aviation Ltd.
P.O. Box 220
Abbotsford,B.C.V2S 4N9
K.B.Marsden

Continental Traffic Signs
P.O.Box 2215,Clearbrook Stn.
Clearbrook,B.C. V2T 3X8
P.Jackman

Corp.of the District of Matsqui
#200, 32315 S.Fraser Way
Clearbrook,B.C.V2T 1W7
Mayor D. Kandal

Correctional Service Canada
P.O. Box 4500
Abbotsford,B.C. V2T 4M8
Ron Wiebe

Country Kitchen Cabinets
#1, 31088 Peardonville Rd.
RR 7,Abbotsford,B.C. V2S 5W6
W.Klassen

Creative Cabinets Ltd.
#11, 31550 S.Fraser Way
Clearbrook,B.C. V2T 4C6
John Waite

Crown Custom Cabinets
#113, 31018 Peardonville Rd.
RR 7,Abbotsford,B.C. V2S 5W6
Doug Goerz

Decor Stone Incorporated
P.O. Box 95
Abbotsford,B.C. V2S 4N8
Frank Snopek

Mr. Harry DeJong, M.L.A.
#106A, 2760 Trethewey
Clearbrook,B.C. V2T 3R1

Dentech Products Ltd.
2120 Paramount Crescent
Clearbrook,B.C. V2T 3T8
A. Simor

District of Abbotsford
34194 Marshall Road
Abbotsford, B.C. V2S 5E4
Mayor G. Ferguson

R.C.M.Police,
34194 Marshall Rd.
Abbotsford,B.C. V2S 5E4
STAFF SGT. D. SILZER

Rempel Bros.Concrete Ltd.
Box 187,
Abbotsford,B.C. V2S 4N8
Ewald Rempel

Ritchie Smith Feeds Inc.
P.O. Box 366,
Abbotsford,B.C. V2S 4N9
A.Spyker

Sch.District #34 (Abbotsford)
2790 Tims Street,
Clearbrook,B.C. V2T 4M7
Dr. C. Wentzell

Sea-West Processors Inc.,
31734 Marshall Rd. RR 5,
Abbotsford,B.C. V2S 4N5
W.J. Moyls

Sevenoaks Shopping Centre
32900 S.Fraser Way
Abbotsford,B.C. V2S 2A6
Susan Black

Snow Crest Packers Ltd.
1925 Riverside Rd.
Abbotsford,B.C. V2S 4J8
J.Swanson

Stevenson Kellogg Ernst & Whinney
5th Floor, 707 Fort St.,
Victoria, B.C. V8W 3G3
Peter J. Adams

Sumas Clay Products Ltd.
3087 Sumas Mountain
Abbotsford,B.C. V2S 4N4
Jack Teal

TGK Development Engineering
#201, 2776 W.Bourquin Crescent
Abbotsford,B.C. V2S 6A4
T. Keeping

Troika Enterprises Ltd.
#30 - 2nd Street East,
Abbotsford,B.C. V2S 4N2
D. McGladery

PUBLIC MEETING MAILING LIST

Mayor Sophie Weremchuck,
District of Mission,
Box 20, 8645 Stave Lake St.,
Mission, B.C. V2V 4L9

Lloyd McKimmon, Chairman,
Dewdney-Alouette Regional District,
32386 Fletcher Avenue,
Mission, B.C. V2V 5T1

Mayor John Les,
District of Chilliwack,
8430 Cessna Drive,
Chilliwack, B.C. V2P 7K4

Lloyd Forman, Chairman,
Regional District of Fraser-Cheam,
c/o 8430 Cessna Drive,
Chilliwack, B.C. V2P 7K4

Mayor John Beales,
District of Langley,
4914 - 221 Street,
Langley, B.C. V3A 3Z8

Mayor Robert Mitchell,
City Hall,
433 Cherry St.,
Sumas, Washington, U.S.A. 98295

34194 MARSHALL ROAD, ABBOTSFORD, B.C. V2S 5E4
TELEPHONE (604) 853-1155

GEORGE F. FERGUSON
MAYOR

S. DENNIS DONALD
MUNICIPAL CLERK

February 21st 1989

(1)

Mr. Loren E. Mueller,
Division General Manager,
Burlington Northern Railroad,
22nd Floor, First Interstate Centre
999, Third Avenue
SEATTLE, WASHINGTON,
U.S.A. 98104

District of Abbotsford

34194 MARSHALL ROAD, ABBOTSFORD, B.C. V2S 5E4
TELEPHONE (604) 853-1155

GEORGE F. FERGUSON
MAYOR

S. DENNIS DONALD
MUNICIPAL CLERK

February 21st 1989

(2)

ITEL RAIL CORPORATION,
55 Francisco Street
SAN FRANCISCO, CALIFORNIA
U.S.A. 94133.

ATTENTION: WILLIAM J. HERNDON, VICE-PRESIDENT, OPERATIONS

District of Abbotsford

34194 MARSHALL ROAD, ABBOTSFORD, B.C. V2S 5E4
TELEPHONE (604) 853-1155

GEORGE F. FERGUSON
MAYOR

S. DENNIS DONALD
MUNICIPAL CLERK

February 21st 1989

(3)

CP RAIL
200 Granville Street,
VANCOUVER,B.C.,
V6C-1S4

ATTENTION: EXECUTIVE VICE-PRESIDENT, HEAVY HAUL SYSTEMS

(4)

Canadian National Railways
777 Hornby Street
VANCOUVER,B.C.,
V6Z-1S2

Sent March 15/89
MK

ATTENTION: SENIOR VICE-PRESIDENT WESTERN CANADA:

Dear Sir:

RE: CNR OPERATIONS AND PLANNING IN CENTRAL FRASER VALLEY

... that the Minister of State for Regional Deve-

CENTRAL FRASER VALLEY
REGIONAL HOSPITAL DISTRICT

34194 MARSHALL ROAD,
ABBOTSFORD, B.C. V2S 5E4
TELEPHONE: 853-1155
FAX: 853-1155 (MANUAL)

May 5, 1989

File: 313-E

To: Mayor Joe Lopushinsky, City of Langley
Mayor John Beales, Township of Langley
Mayor Sophie Weremchuk, Mission
Mayor Mayor Bob Bose, Surrey
Mayor Gordon Hogg, White Rock

Mr. Gil Blair, Chairman, GVRD
Mr. Mike O'Connor, PAO, GVRD

Mr. Lloyd Forman, Chairman, FCRD
Mr. Lloyd McKimmon, Chairman, DARD

From: The Central Fraser Valley Regional District
Transportation Planning Committee, Chairman - C.H. Wright

Dear Sir/Madam:

During recent deliberations on a transportation plan for British Columbia, it was brought to this Committee's attention that 16th Avenue has become an important connector for an alternate east-west corridor to Highway 401.

16th Avenue not only connects the areas together from Chilliwack to Vancouver but would also, if upgraded to a four lane highway, relieve some of the congestion for people travelling to ferry services and the Vancouver Airport. Travel along Highway #10 would be eased as well if 16th Avenue were upgraded.

An upgrading of 16th Avenue should be undertaken together with the Vancouver Airport expansion, and in tandem with the growth planned for the Abbotsford Airport.

Our Committee feels that the upgrading of 16th Avenue to freeway status should be given immediate priority and approval considering the lengthy planning process necessary by the Ministry of Transportation and Highways.

.../2

The Regional Transportation Committee feels that because the plans for development in the Langley City and Langley Township Brookswood-Fernridge area is expected to extend almost to 16th Avenue, and with the vacant industrial land Surrey has along the route, Ministry of Highways could begin as soon as possible to acquire land, easements, rights-of-way, and meet other such regulatory requirements for proceeding as quickly as possible. Necessary approvals should be obtained from the Agricultural Land Commission to expedite this venture.

The Regional Transportation Committee therefore requests your support in placing before the Province a priority request to upgrade 16th Avenue to a four-lane freeway with limited access enroute.

Thank you for your attention. I look forward to hearing from you soon.

Yours truly,

Corrinne Wright

Corrinne H. Wright,
Chairman

CHW/krt

cc: Committee Members
CFVRD Board

Jim Plotnikoff - Agricultural Land Commission (660-7000)

Note: I would like to invite you to our next Transportation Meeting May 18, 1989 (9:00 a.m.) at the District of Abbotsford offices, Community Room.

Corrinne H. Wright
Chairman

APPENDIX B

Results of 36 Questionnaires

FREEDOM TO MOVE

B

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   * Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

- Improved commuter rail or road to Vancouver - upgrade Trans-Canada to have an express lane, (or elevated expressway).
- Improve access over Port Mann - either by widening or elevated highway into Vancouver.

3. General comments:

- Improved rail service - meaning (more frequent & speedier) travel for commuters to take the pressure off highway travel. Have costs at a level less than driving to encourage use.

4. Name [illegible] Telephone: 850-3688

   Address: #1 32160 [illegible] avenue
   Clearbrook BC V2T 2H4

(* together with U.S. to avoid bottleneck past border)

FREEDOM TO MOVE

C

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ____Yes ____No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   The proposed interchange at #1 Road (Ladder Canal) will eliminate the present level crossing of the highway by present and increasing future traffic. Development of the property on the north bank of the Fraser River has been initiated

3. General comments:

4. Name A C Kent Telephone: 929-1712

   Address: 2619 Bronte Drive, North Vancouver, B.C., V7H 1M3

FREEDOM TO MOVE

D

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   Widening of McCallum Road from Gladwin Way to King Road
   Widening of Marshall Road from McCallum to Abbotsford Municipal Offices

3. General comments:

   Good meeting & very informative speakers

4. Name R. St Andrews Telephone: 859-8230

   Address: 33169 - Hillcrest Ave
   Abbotsford B.C

FREEDOM TO MOVE

E

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange. (1)

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass. (3)

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11. (2)

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   — Need to integrate the development of Sumas mountain with development of region.

   — Should propose future development of airport to tie in with major upgrade with highwide development to west. ie #16 & 401.

3. General comments:

   Thanks for the opportunity to attend this public session.

4. Name Don Tunnell Telephone: 853 0805

   Address: 32637 Willingdon Crescent
   Clearbrook V2T 1S1

FREEDOM TO MOVE

F

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ____ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   Hazel Fr. Rd. connector

3. General comments:

4. Name Art Kastelein Telephone: 853-7661

   Address: 3214 Manning St

   Abbotsford BC V3G 1C1

FREEDOM TO MOVE

G

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   (2) Upgrading of Mt. Lehman Road interchange.

   (1) Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   (3) Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ * Yes ____ No

   With condition re 401 below

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   Support Mission's bid for commuter rail
   Investigate development of 16 Ave as Provincial Highway.
   Upgrade Hwy 11 to Mission Bridge & Commuter Rail

3. General comments:

   * Highway 401 needs to be upgraded from Burnaby to Hope.

   My interests are on behalf of Abbotsford Clearbrook Chamber of Commerce

4. Name Marilyn Hamilton Telephone: 462-8467

   Address: Dobson Marketing Services
   12246 Kelley Lake St RR#7
   Mission BC V2V 6H5

FREEDOM TO MOVE

11

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   _____

   _____

   _____

   _____

   _____

3. General comments:

   _____

   _____

   _____

   _____

   _____

4. Name W H Dyck Telephone: 853-2640

   Address: 694 Derman Way

   _____

FREEDOM TO MOVE

I

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ___Yes ___No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   _____

   _____

   _____

   _____

   _____

3. General comments:

   _____

   _____

   _____

   _____

   _____

4. Name [illegible] Telephone: 859 7971

   Address: 2344 Broadway [illegible]

   _____

FREEDOM TO MOVE

J

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ____ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

3. General comments:

   UPgrading OF MT LEHMAN INTERCHANGE IS DEFINETLY #1 PRIORITY TO MATSQUI

4. Name H. Hansen Telephone: 859-8322

   Address: 23420 MACLURE RD RR#2 ALDERGROVE V0X 1A0

FREEDOM TO MOVE

K

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   3 Upgrading of Mt. Lehman Road interchange.

   1 Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   2 Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes in order noted ____ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

3. General comments:

   let's get going

4. Name B Frankish Telephone: 853-2808

   Address:

FREEDOM TO MOVE

L

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   NO

3. General comments:

   I am impressed with the work done by the committee

4. Name PEARY Telephone: 8597125

   Address: 32745 NANAIMO CRES
   TRL #10 ABBOTSFORD BC V2S 6W8

FREEDOM TO MOVE

M

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ____ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   I agree with the Priorities
   [illegible] in what I think [illegible]
   is [illegible] for [illegible] large large pipe
   [illegible] present ditch and it would give
   [illegible]

3. General comments:

4. Name [illegible] Telephone: [illegible]

   Address: [illegible]

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N

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ____Yes ___/___No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   1) Improve access from Sumas way to Mission. Grade separation at Marshall Rd & Sumas way.

   2) Better access through downtown Abbotsford

3. General comments:

   Need for better access to VANCOUVER.

4. Name DON THOMSON Telephone: 850-3272

   Address: 2022 EVERETT ST.
   ABBOTSFORD,

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0

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ____ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   In addition to the above priorities, I suggest that more emphasis should be placed on instituting rail commuter service to expedite the moving quickly of large numbers of people to New West & Vancouver areas especially during rush hours.

3. General comments:

   Roads, upgrading & widening of roads are needed but the increasing number of vehicles using the road & highways contribute to an indescribable amount of pollution which we don't need. Rail service is pollution free.

4. Name Alice Anderson Telephone: 859-8341

   Address: 1640 Riverside Road
   R.R. 2 Abbotsford, B.C.

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6

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   A grade separation from Hazel to Nelson would be desirable.

3. General comments:

4. Name Thomas Downs Telephone: 853-8634

   Address: 34359 Lobarnum Ave
   Abbotsford

FREEDOM TO MOVE

Q

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ____ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   none

3. General comments:

   none

4. Name [illegible] Telephone: [illegible] 8634

   Address: [illegible]

   [illegible] V3S 4P1

FREEDOM TO MOVE

R

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   _____

   _____

   _____

   _____

   _____

3. General comments:

   _____

   _____

   _____

   _____

   _____

4. Name _____ Telephone: _____

   Address: _____

   _____

FREEDOM TO MOVE

S

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ____ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   Remove grade crossings at #1 Rd. & straight Hi # 401 at [illegible] Canal.
   Remove other grade crossing between Abbott. + Cailliwack.

3. General comments:

   [illegible] meeting.

4. Name [illegible] Telephone: 929-5166

   Address: 2874 1st. Seymour Parkway North Van BC V7H 1E9.

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T

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major priorities as requiring immediate action:

   [1] Upgrading of Mt. Lehman Road interchange.

   [2] Upgrading of Highway 11 to 5 lanes between Canada/ U.S. border and Highway 11 Bypass.

   [3] Reclassification of Maclure Road as an East/West connector between Highway 11 and Mt. Lehman interchange with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ____ No

2. If you answered Yes above, would you list in a different order of priority? ✓ Yes ____ No

   If Yes, please indicate your 1st, 2nd & 3rd priorities:

   2 Mt. Lehman Interchange

   3 Upgrade Highway 11, Canada/U.S. border to bypass

   1 Maclure Road connector to Mt. Lehman Interchange

3. Are there other priorities you feel should be identified?

   REMOVAL OF LEVEL CROSSING AT NO. 1 RD & HGWY 1

4. General comments:

5. Name RON SWEENEY Telephone: 853 1155

   Address: _____

FREEDOM TO MOVE

U

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange. ok

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11. ok

   Do you agree with these priorities? ___ Yes ✓ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   I believe the idea of 16 Ave upgraded to White Rock is more important than upgrading of Highway 11 to 5 lanes.
   The upgrading of Highway 11 should be in balance to the Highway north of the Aldergrove/U.S crossing

3. General comments:

   Hwy 11 is a major crossing for east-west farm traffic, and an interchange would be required on Vye Road to accommodate this movement. A five lane freeway would require a major interchange on Vye Road.
   Over

4. Name James E. Stearns Telephone: 853-4836 bus.

   Address: 464 Riverside Rd South
   Abbotsford, B.C, V2S 4N2

I do not believe we should be carried away with building roads to encourage more growth and more congestion. The danger is that we tend to forget the quality of life for those of us who live here.

Auto's are heavy polluters of our environment, and I believe alternate modes of transporation should be given higher priority first.

- rapid transit
- other rail connectors

As mentioned lets build the services where the people are rather than building expensive roads to get people to these services

- General Hospitals

James E Stearns

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V

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   THE LOWERING OR OVERPASSING OF THE RAILWAY TRACKS AT ESSENDENE AVE. AND HAZEL STREETS.

3. General comments:

   TRAFFIC CONTROL AT HAZEL & PAULINE, HAZEL & RAILWAY.

4. Name PHIL SPENCER Telephone: 853-0788 (B)

   Address: 34215 LARCH ST. ABBOTSFORD, B.C.

FREEDOM TO MOVE

W

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

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   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ____ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

3. General comments:

4. Name A. M. McClinton Telephone: 859-8052

   Address: #161-32161 TIMS AVE

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X

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

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   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ____ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   Continue sky train to Guilford and on to the Fraser Valley before 1994 —

3. General comments:

4. Name Mel Berg Telephone: 859-4060

   Address: 102 - 32098 Nahlstrom Ave
   Chilliwack B.C.

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APR 26 1989
G.E.V. REGIONAL DISTRICT

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

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   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   No.

3. General comments:

   1. AGREE WITH UPGRADE OF MT. LEHMAN RD. INTERCHANGE. EXIT RAMP FROM No. 1 EAST ONTO MT. LEHMAN HAS POOR VISIBILITY OF TRAFFIC FROM NORTH IF MAKING LEFT TURN ONTO MT. LEHMAN.

   2. IF MACLURE ROAD MADE A PROVINCIAL HIGHWAY WOULD HOPE TO SEE LIGHT CONTROLLED INTERSECTIONS AT CLEARBROOK RD, OLD YALE RD, TOWNLINE & BLUE JAY RD

4. Name GREG & MADELINE QUELLE Telephone: 850-3503

   Address: 2957 CARDINAL PLACE
   CLEARBROOK, B.C. V2S 6A9

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Z

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   Removal (relocation) of railway crossings at Essendene / Marshall / Vye Roads.

3. General comments:

   I would recommend widening to 4 or 5 lanes for the Abbotsford Mission Highway —

4. Name C. NOFTLE Telephone: 853-4868

   Address: 32215 HUNTINGDON RD.
   ABBOTSFORD V2S 4A5

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AA

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

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   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ____ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   _____

   _____

   _____

   _____

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RECEIVED
APR 14 1989
C.F.V. REGIONAL DISTRICT

3. General comments:

   OLD YALE SHOULD TIE INTO THE MT. LEHMAN INTERCHANGE NEAR BLUE JAY — THIS WOULD ELIMINATE THE NEED TO GO BACK + FORTH TO GET TO MT. LEHMAN.

4. Name F. FRIESEN Telephone: 852-9294

   Address: 30531 CARDINAL AVE.

   RR 5 ABBOTSFORD, B.C. V2S 6A9

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APR 13 1989
C.F.V. REGIONAL DISTRICT

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A6

QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? X Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   I agree with the first 2 priorities. I do not agree with making McClure Rd a provincial way as I feel that this would have an adverse effect on the existing residential area. I also think that more than one east/west connector needs to be considered.

3. General comments:

   Because of the proximity of the old Yale McClure Road to residential areas I feel that allowing heavy industrial traffic on this road would make the noise level quite high & would make the area less desirable to live in. Surely there are other routes that would

4. Name A. Kientz Telephone: 850 2724

   Address: 30241 Cardinal Ave. RR#8
   Abbotsford. BC V2S 6A9

provide the connector without damaging any residential areas. Some aesthetically pleasing sound barriers (shrubs, trees, grading etc) should be placed along Old Yale/McClure Road to help reduce the noise from the traffic

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QUESTIONNAIRE

Please take a few minutes after the Public Meeting to complete the information below, and return your form to any member of the Committee. Your assistance is appreciated.

1. The Committee has identified the following major road priorities as requiring action within the next 5 years:

   Upgrading of Mt. Lehman Road interchange.

   Upgrading of Highway 11 to 5 lanes between Canada/U.S. border and Highway 11 Bypass.

   Make Maclure Road a Provincial highway as an East/West connector between Highway 11 and Mt. Lehman interchange, with a new interchange at Highway 11.

   Do you agree with these priorities? ✓ Yes ___ No

2. Are there other priorities you feel are as important or more important than the 3 identified above?

   LONG TERM PLANNING SHOULD TAKE INTO CONSIDERATION THE GROWTH OF SUMAS MT RD WITH RESIDENTIALY AND HEAVY TRUCK TRAFFIC — FOR A BETTER ACCESS AND EGRESS TO HOI. PARALLEL RDS. CANNOT WITHSTAND THE HEAVY TRAFFIC.

3. General comments:

4. Name B C Wright Telephone: 826-9497

   Address: 5980 SUMAS MT RD ABBOTSFORD B.C. R.R#4 V2S 4N4.

APPENDIX C

SUBMISSIONS TO THE TRANSPORTATION COMMITTEE

- The Corporation of Matsqui
- District of Abbotsford
- Canadian National Rail
- Aircraft Movements
- Report on Customs as Related to Vehicles, Rail, Air
- District of Mission

21

THE CORPORATION OF THE DISTRICT OF MATSQUI

PUBLIC WORKS DEPARTMENT

DATE: 1989 03 03
REPORT NO.: 25
FILE NO.: T-9-6

TO: Transportation Committee
Attention: Alderman Lamb

FROM: E.H. Regts, Director of Public Works

SUBJECT: Review of Provincial Transportation Overview

A committee, consisting of the Directors of Planning and Engineering for Abbotsford and Matsqui, has made a cursory review of the Highway System Plan prepared by DelCan for the Ministry of Transportation and Highways. In addition, the Regional Economic Development Plan for highways was also reviewed. In general, the Committee found it extremely difficult to provide a critical review, since it appears that Matsqui and Abbotsford have simply been lumped with areas to the east and referred to as Valley South, making it difficult to separate actual figures. In any event, the population figures shown in Table 6.6 and Exhibit 6.6 are seriously underestimated, with an annual growth rate of only 2.88%. The attached Table 1, prepared by the Planning Department, indicates that the past rate has been at least 4-5%. If these rates are projected, the figures for 1996 in the DelCan study are inaccurate. It is not certain how this has affected the overall proposals and recommendations of the study, but it appears likely that needed improvements have not been highlighted.

The only road shown for improvement in the Matsqui-Abbotsford area is the Highway No. 11 connection from Huntingdon to north of Abbotsford to approximately Maclure Road (Exhibits 6.16 and 6.17). On the other hand, the traffic volumes shown on Exhibit 6.8 show very high volumes of traffic at Mt. Lehman Road, Clearbrook Road, and Sumas Way, with a combined total of 51,700 vehicles, which appears to be higher than any other node in the plan. The attached traffic volumes (Table 2) for north of Highway No. 1 show traffic increases of 6%/year. The volumes on South Fraser Way have not been shown on the plan, even though they represent inter-municipal traffic between Abbotsford and Matsqui. On the other hand, it appears that the local volumes on Highway No. 1 between the Fraser River and Boundary Road have been included. In order to provide a balanced picture, the additional local volumes of 30,000± daily vehicles should be included in Exhibit 6.8.

. . . 2

In evaluating the proposed economic development plan, it was noted that the only areas of improvement appear to be in paving of Highway No. 11, 1A and Route 1 in the Matsqui-Abbotsford area. The Committee, without being able to provide a great deal of background information on short notice, felt that the following projects were of primary importance to this area:

1. Sumas Way

   Upgrading of Sumas Way to five lane between the Canada/U.S. border and the Highway No. 11 by-pass will be required. There is no traffic report to back up this request, except the Major Street Network Plan, which has been developed by the Ministry of Highways in conjunction with the two municipalities (Attach. 1). To a certain extent, this is also covered by the report on the Highway No. 11 Relocation Project prepared by the Ministry in 1981 (Attach. 2).

2. Mt. Lehman Interchange

   Over the past several years, there have been many contacts with the Ministry of Highways in regard to the need for improvements at this location. This need is indicated in both the Mt. Lehman/Townline Overpass Study carried out by the Ministry in 1986 (Attach. 3), and the previously mentioned traffic volumes (Table 2).

3. Construction of Sumas Way/Highway No. 11 Interchange

   Although construction north and south of the interchange appears to be included in the Highways' program, the interchange itself, which is shown as a requirement in both Attach. 1 and Attach. 2, has not been included. Without the interchange, the other improvement will be of limited value.

Second Priority Items

The Committee felt that the following programs are also extremely important to the two communities and only slightly less important than the previous item.

1. Reclassify Maclure as Arterial

   As indicated previously, if the east-west volumes on South Fraser Way had been indicated in Exhibit 6.8, a serious traffic flow deficiency would have been noted in this area. In order to overcome

. . . 3

this problem, Maclure Road from Highway No. 11 to the Mt. Lehman Interchange should be reclassified as an Arterial. The traffic volumes for the urban area are attached (Attach. 4). This road is also shown on the Major Street Network Plan (Attach. 1). As an alternate, Harris Road, from Abbotsford-Mission Highway to Highway No. 1, could be considered as an Arterial due to the high volumes of inter-municipal traffic which is conveyed from Mission to Highway No. 1 at 264th Street.

Summary

The time available does not allow for a detailed review of the DelCan Overview Study; however, it appears that the population projections for the Matsqui-Abbotsford area, as well as the existing and projected traffic volumes, are seriously underestimated. As a result, the required regional Highways' improvements required for this rapidly growing community have not been adequately addressed. Any regional scheme should include the items discussed above as priority one, and should give serious consideration to those shown as priority two. It is suggested that the attached reports, including population projections and traffic volumes, be sent to the Ministry of Transportation and Highways so that the programs can be amended to include the improvements required for the Matsqui-Abbotsford area.

E.H. Regts, P. Eng.
Director of Public Works

Committee Members:

E.H. Regts
P.R. Moritz
J. Duckworth
D. McLellan

Attachments:

1. Major Street Network Plan - Map
2. Report - Highway No. 11--Relocation Project
3. Mt. Lehman/Townline Overpass Study
4. Traffic Volumes - Urban Area (Map T-32)
5. Traffic Study - DelCan
6. A.E.S.L. Report - McKee/Hazel Corridor Study
7. Table 1
8. Table 2

District of Abbotsford

4

MEMORANDUM

TO : CENTRAL FRASER VALLEY TRANSPORTATION COMMITTEE

FROM : DAVID J. McLELLAN, PLANNING DIRECTOR

SUBJECT : SOUTHERN RAILWAY OF B.C. LTD.

DATE : March 23rd 1989

I met with G.I. Stevenson, President of Southern Railway of B.C. Ltd., on March 22nd 1989 at his office in Langley,B.C. The following notes are from that meeting:

1) The company takes strong exception to the reference in the Delcan report that they are a "local" railroad. They prefer to think of themselves as a "terminal" railroad which offers competitive service due to its smaller size and ability to develop good customer relations.

2) The company takes strong exception to the last recommendation on page 8 - 4 of Volume 5 of the Delcan report. It was noted that this is not a major activity of the company.

3) The company would not benefit from having a Federal Charter in fact they believe it would lead to their demise.

4) They agree that commuter rail to Vancouver should be examined and that the committee should examine the most direct route which is not their railroad. They note that by using the CP rail route to Mission and then west, there may be problems with crossing the CN main line at Matsqui and the Mission rail bridge is heavily used by 11 to 12 coal/trains per day heading to Roberts Bank from Mission.

5) It was noted that there is twice daily service between Huntingdon and New Westminster and in addition there are two switching trains per day in downtown Abbotsford. CP Rail has one train per day in downtown Abbotsford. It was felt that it would not be cost effective to lower the tracks at Essendene Avenue and Hazel Street despite high levels of automotive traffic.

over...

6) It was noted that for 3 to 4 months this spring and summer CP Rail would be using the company's line from Matsqui to south of Essendene because of bridge repairs needed on the CP line. It was also noted that the railroad does not prefer to share lines as business can be affected by labour disputes and the sharing of maintenance can cause continuing friction between partners. Therefore the idea of having one rail line through downtown Abbotsford was not supported.

7) It was noted that the company runs on a number of undeveloped municipal streets in the province and they currently have a Provincial Operating Certificate and authority under the Water Consolidation Act of 1909(?) to operate on East Railway Street in Abbotsford.

8) The company has one train per day operating from Chilliwack to Huntingdon and this is increasing due to cars from the Interior and Alberta saving up to 2-3 days to cross the border back into the U.S. (rather than using the White Rock route). This route is utilized for the movement of some hazardous goods (i.e. methanol).

9) The company used to have a direct link with the now defunct Milwaukee railroad just east of Huntingdon. The company now has an arrangement with CP to connect with BN Railroad at Huntingdon. There may be a need to enlarge the company's rail yard at Huntingdon but this will not require more land holdings. A separate link to BN Rail at the border is not necessary for the forseable future.

10) The company recognizes the need for signalization and grade separations with major roads and now that it is no longer a governmental company it can take political action to see that federal revenue sharing funds are available for improvement programmes. The company believes that the first priority for improvement should be Vye Road because of the heavy rail and industrial traffic. There are from 50 to 100 train crossings per day at Vye Road due to switching and this is expected to increase significantly as the industrial park develops further.

11) The company is prepared to discuss using the rail bed on the Sumas Prairie for floodproofing works if maintenance costs with the municipality can be shared.

Mr. Stevenson is available for further discussion as the need arises.

Respectfully submitted:

David McLellan

DJMc:lr

DAVID J. McLELLAN,
PLANNING DIRECTOR

c.c. Mayor and Council
Senior Staff

21

Canadian National Canadien National
PLANNING & ADMINISTRATION
19th Floor, CN Building
10004 - 104 Avenue
Edmonton, Alberta
T5J 0K2

07 March 1989

Reference N. réf.

District of Abbotsford
34194 Marshall Road
Abbotsford, B.C.
V2S 5E4

RECEIVED MAR 17

ATTENTION: David J. McLennan
Planning Director

Dear Sir:

Re: CN Operations & Planning in Central Fraser Valley

Please refer to your letter dated February 21, 1989.

The following 1988 statistics regarding track useage have been compiled for the Central Fraser Valley:

Number of Trains: 7337
Tonnage Carried: 48 million gross tons per mile of track

Commodities Handled: Coal
Grain
Potash
Sulphur
Fuel & Chemicals
Lumber
Intermodal
Other

CN has no physical problems in your area. We have already undertaken double tracking throughout much of the area that you refer to as this was completed several years ago. At current traffic levels, the existing plant is more than adequate to handle traffic levels that are anticipated in the foreseeable future.

for) J.A. Hermanson
Regional Manager Planning & Administration

/lb
c.c. Larry Wiebe

Jack Nicolson

2/

TP 1496

Transport Canada / Transports Canada

aircraft movements

mouvements des aéronefs

Aviation statistics centre

Centre des statistiques de l'aviation

MAR 2 8 1989

Produced by the Aviation Statistics Centre, Transportation Division, Statistics Canada, on behalf of Transport Canada.

Rédigé par le Centre des statistiques de l'aviation, Division des transports, Statistique Canada, pour le ministère des Transports Canada.

ASC-SB-129

March 1989 Mars

PRELIMINARY

AIRCRAFT MOVEMENT STATISTICS

- DECEMBER AND ANNUAL 1988 -

This bulletin provides preliminary statistics on aircraft movements for the year 1988 and for December 1988. Data are presented in three sections: Airports with Transport Canada Air Traffic Control Towers, Airports with Flight Service Stations and Airports without Air Traffic Control Towers. Final annual figures for 1988 will be available shortly in the publication, Aircraft Movements Statistics - Annual Report (TP 577).

Preliminary annual figures show that the 60 Canadian airports with Transport Canada control towers recorded 5,687,327 take-offs and landings during 1988 compared to 5,510,215 at 61 airports in 1987, an increase of 3.2% (177,112 movements). This increase was the result of a 0.4% rise in local movements and 5.1% rise in itinerant traffic.

Total aircraft movements at tower controlled airports had shown a steady decline from the peak in 1979 to 1985. Thus, 1988 represents the third consecutive annual increase.

Movements recorded by the Airports with Flight Service Stations had an increase this year. There were 1,071,543 movements recorded at the 72 Flight Service Stations which reported in 1988, a rise of 28,654 or 2.7% from the 1,042,889 movements reported by the 72 Flight Service Stations which reported in 1987.

At the 137 reporting airports without either Control Towers or Flight Service Stations, the data are limited by the number of days reported which varies greatly among the airports listed. An annual record of days reported will be available in TP 577.

In December 1988 the total number of aircraft landings and take-offs at the 60 airports with air traffic control towers was 381,666. This represents an increase of 32,317 movements or 9.3% when compared to the 349,349 movements at the 61 airports with air traffic control towers in December 1987. The rise in overall traffic was the result of increased counts in both classes of operation. The itinerant category increased by 24,470 or 10.9%. The local category increased by 7,847 movements or 6.2%.

Lester B. Pearson International was the most active airport for the overall and itinerant traffic with counts of 28,343 movements. The local class of operation was led by Springbank Airport with a count of 7,600 movements.

For further information concerning the present bulletin, please contact Mr. B. Snider (819) 997-6195, Aviation Statistics Centre, Statistics Canada.

RESULTATS PROVISOIRES

STATISTIQUES RELATIVES AUX MOUVEMENTS D'AERONEFS

- DÉCEMBRE ET ANNUEL 1988 -

Le présent bulletin renferme les statistiques préliminaires sur les mouvements des aéronefs pour l'année 1988 et décembre 1988. Les données sont présentées en trois sections: les aéroports avec tour de contrôle de Transports Canada, les aéroports avec Station d'information de vol et les aéroports sans tour de contrôle. Les chiffres finals pour l'annuel 1988 seront publiés bientôt dans la publication Statistiques relatives aux mouvements d'aéronefs - Rapport annuel (TP 577).

D'après les chiffres annuels préliminaires, les 60 principaux aéroports canadiens dotés d'une tour de contrôle ont enregistré 5,687,327 décollages et atterrissages en 1988, comparativement à 5,510,215 aux 61 aéroports en 1987, une augmentation de 3.2% (177,112 mouvements). Cette augmentation fut le résultat d'une hausse de 0.4% des mouvements locaux et 5.1% du trafic itinérant.

Le total des mouvements d'aéronefs aux aéroports avec tour de contrôle avait montré une diminution depuis le sommet atteint en 1979 jusqu'en 1985. Alors, l'année 1988 représente la troisième augmentation annuelle consécutive.

Les mouvements rapportés par les stations d'information de vol ont montré une augmentation cette année. Les 72 stations d'information de vol ont rapporté 1,071,543 mouvements en 1988, soit une hausse de 28,654 ou 2.7% en comparaison avec les 1,042,889 mouvements rapportés par les 72 stations d'information de vol en 1987.

Aux 137 aéroports sans tour de contrôle et sans station d'information de vol, les données sont limitées par le nombre de jours rapportés qui varient beaucoup d'un aéroport à l'autre. Un rapport annuel des jours rapportés sera inclus dans le TP 577.

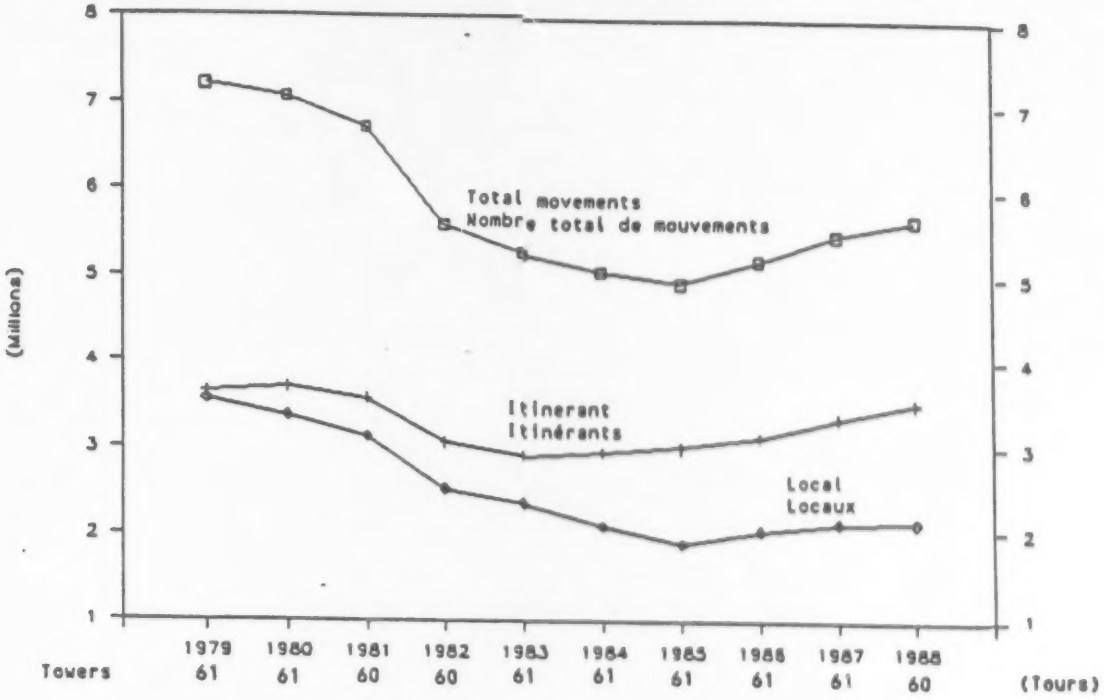
En décembre 1988 le nombre total de décollages et d'atterrissages aux 60 aéroports dotés d'une tour de contrôle s'est chiffré à 381,666. Cela représente une hausse de 32,317 mouvements ou 9.3% comparativement aux 349,349 mouvements enregistrés en décembre 1987 aux 61 aéroports avec tour contrôle. Cette hausse du trafic global est due à une augmentation des mouvements itinérants et locaux. La classe itinérante a augmenté de 24,470 ou 10.9%. La classe locale a haussé de 7,847 ou 6.2%.

L'aéroport international de Lester B. Pearson a été le plus affairé dans le trafic global et itinérant avec 28,343 mouvements. L'aéroport de Springbank a dominé la classe avec un total de 7,600 mouvements.

Pour de plus amples renseignements concernant le présent bulletin, prière de communiquer avec M. B. Snider (819) 997-6195, Centre des statistiques de l'aviation, Statistique Canada.

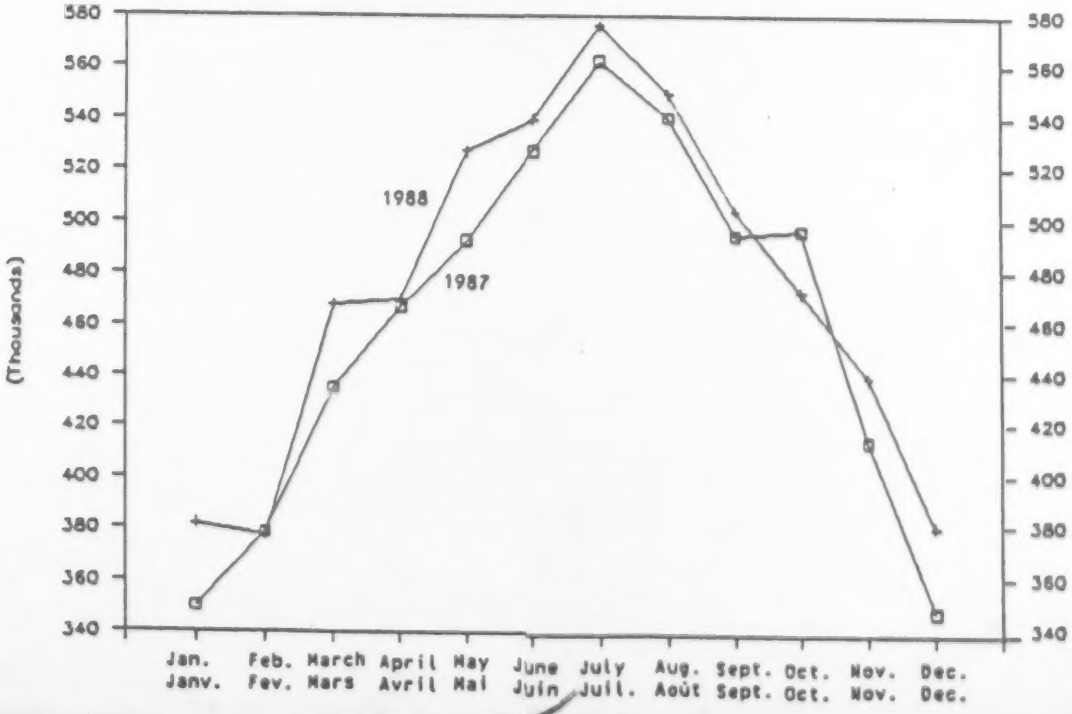
TOTAL AIRCRAFT MOVEMENTS BY CLASS OF OPERATION AT AIRPORTS WITH TRANSPORT CANADA AIR TRAFFIC CONTROL TOWERS, 1979-1988

MOUVEMENTS TOTAUX D'APPAREILS SELON LA CLASSE D'EXPLOITATION DANS LES AÉROPORTS DOTÉS D'UNE TOUR DE CONTROLE DE TRANSPORTS CANADA, 1979-1988



TOTAL AIRCRAFT MOVEMENTS AT AIRPORTS WITH TRANSPORT CANADA AIR TRAFFIC CONTROL TOWERS: JANUARY-DECEMBER, 1987, 1988

MOUVEMENTS TOTAUX D'APPAREILS DANS LES AÉROPORTS DOTÉS D'UNE TOUR DE CONTROLE DE TRANSPORTS CANADA: JANVIER-DÉCEMBRE, 1987, 1988



AIRPORTS WITH TRANSPORT CANADA TOWERS
TOTAL AIRCRAFT MOVEMENTS BY CLASS OF OPERATION

AEROPORTS AVEC TOUR DE CONTROLE DE TRANSPORTS CANADA
TOTAL DES MOUVEMENTS D'AERONEFS, PAR CLASSE DE VOL

DEC 1988 DEC

AIRPORTS / AEROPORTS	TOTAL DEC 1987 / DEC	GRAND TOTAL	RANK / RANG	ITINERANT / ITINERANTS	RANK / RANG	LOCAL / LOCAUX	RANK / RANG	R-88 * / P-88 *
ABBOTSFORD	6474	8567	16	3507	21	5060	8	1011
BAIE COMEAU	1301	991	59	977	55	14	57	98
BOUNDARY BAY	8210	10307	9	3234	25	7073	3	276
BRANDON	2296	2864	39	1018	54	1846	25	294
CALGARY INTERNATIONAL	14339	15738	4	13202	4	2536	23	477
CASTLEGAR	1282	1182	57	743	58	439	46	512
CHARLOTTETOWN	1399	1960	52	1600	44	360	50	176
EDMONTON INTERNATIONAL	9713	6505	23	4890	11	1615	28	2088
EDMONTON MUNICIPAL	8955	8479	17	8429	8	50	55	1558
FORT MCMURRAY	2226	2571	42	1717	42	854	40	1216
FORT ST. JOHN	1327	1519	54	1287	49	232	51	458
FREDERICTON	1894	2415	44	1835	41	580	45	379
GANDER INTERNATIONAL	1981	2822	41	2400	31	422	48	68
GRANDE PRAIRIE	2495	2294	46	1492	46	802	42	531
HALIFAX INTERNATIONAL	5639	8055	18	6867	9	1188	34	526
HAMILTON CITY	10590	8634	15	3454	22	5180	7	353
KAMLOOPS	2337	2421	43	1513	45	908	39	690
KELOWNA	3576	3952	35	2316	32	1636	27	265
LANGLEY	5699	5150	32	2210	37	2940	18	219
LESTER B PEARSON INTERNATIONAL	22434	28343	1	28343	1	0	59	169
LETHBRIDGE	2369	2406	45	1344	48	1062	37	404
LONDON	8315	9281	14	4650	12	4631	11	829
MIRABEL INTERNATIONAL	4235	4960	34	3623	18	1337	33	362
MONCTON	4376	5545	29	3278	24	2267	24	324
MONTREAL INTERNATIONAL	13474	17108	3	17092	3	16	56	1740
NORTH BAY	3950	5428	30	2292	34	3136	16	205
OSHAWA	6794	6568	22	2618	28	3950	14	336
OTTAWA INTERNATIONAL	11338	13741	5	9551	5	4190	12	199
PENTICTON	2202	2218	49	1136	51	1082	35	520
PITT MEADOWS	5725	6593	21	2587	29	4006	13	403
PRINCE GEORGE	2315	2272	47	1462	43	610	44	909
QUEBEC	6685	7130	20	5618	10	1512	29	1701
REGINA	5816	5117	33	3719	17	1398	31	489
SAINT JOHN	2262	3060	37	2265	35	795	43	311
SASKATOON	7058	7447	19	4328	15	3119	17	649
SAULT STE. MARIE	3983	3402	36	2039	38	1363	32	1022
SEPT-ILES	2358	2179	51	1997	40	182	53	2793
SPRINGBANK	6882	10232	10	2632	27	7600	1	987
ST. ANDREWS	7542	9816	11	2296	33	7520	2	111
ST. CATHARINES	2425	2210	49	788	56	1422	30	127
ST. HONORE	2446	1310	55	492	59	818	41	34
ST. HUBERT	9906	9550	13	3882	16	5668	5	647
ST. JEAN	1451	1134	58	754	57	380	49	329
ST. JOHN'S	3137	5181	31	3335	23	1846	26	296
SUDBURY	6626	6467	24	3577	19	2890	20	551
SYDNEY	992	1309	56	1099	53	210	52	249
THOMPSON	2845	2855	40	2425	30	430	47	1779
THUNDER BAY	6642	6407	25	3559	20	2848	21	3779
TORONTO ISLAND	13801	9714	12	4518	14	5198	6	614
TORONTO/BUTTONVILLE	11415	11382	8	4538	13	6844	4	895
VAL D'OR	1404	1569	53	1399	47	170	54	58
VANCOUVER HARBOUR	2673	2552		2196		356		470
VANCOUVER INTERNATIONAL	20750	22671	2	22671	2	0	58	2538
VICTORIA INTERNATIONAL	11664	13385	6	8526	7	4859	9	881
VILLENEUVE	6234	5843	28	1192	50	4651	10	99
WATERLOO-GUELPH	5158	6180	26	2234	36	3946	15	161
WHITEHORSE	2333	2198	50	1132	52	1066	34	772
WINDSOR	4379	5885	27	2967	26	2918	19	439
WINNIPEG INTERNATIONAL	10430	11538	7	8989	6	2649	22	882
YELLOWKNIFE	2755	3054	38	2026	39	1028	38	1081
1988 TOWERS 60 TOURS		381666		247958		133708		
1987 TOWERS 61 TOURS		349349		223488		125861		

* R-88 (RUNWAY-88) ARE THROUGH CONTROL ZONE FLIGHTS, I.E. FLIGHTS WHICH COMMUNICATE WITH THE TOWER WHILE TRANSITING THE CONTROL ZONE TO ANOTHER DESTINATION WITHOUT LANDING AT THE REPORTING AIRPORT. IN THE BULLETIN, RUNWAY CODES 66, 75 AND 77, REPORTED BY FLIGHT SERVICE STATIONS AT THE COLLOCATED AIRPORTS ARE INCLUDED IN THE RUNWAY 88 COLUMN. DATA FROM THIS COLUMN ARE NOT INCLUDED IN THE GRAND TOTAL.

* P-88 (PISTE-88) S'APPLIQUE AUX VOLS OÙ L'AÉRONEF TRAVERSE LA ZONE DE CONTRÔLE, C'EST-À-DIRE TOUT VOL OÙ L'APPAREIL ENTRE EN COMMUNICATION AVEC L'AÉROPORT ALORS QU'IL TRAVERSE LA ZONE DE CONTRÔLE VERS UNE AUTRE DESTINATION SANS ATTERRIR À L'AÉROPORT DÉCLARANT. POUR CE BULLETIN, LES PISTES 66, 75 ET 77 RAPPORTÉS PAR LES STATIONS D'INFORMATION DE VOL CO-SITUÉES AUX AÉROPORTS SONT INCLUS DANS LA COLONNE DES PISTES 88. LES DONNÉES DE CETTE COLONNE NE SONT PAS COMPRISES DANS LE GRAND TOTAL.

AIRPORTS WITH AIR TRAFFIC CONTROL TOWERS

AEROPORTS AVEC TOUR DE CONTROLE

AIRPORTS/AEROPORTS	TOTAL 1987	PRELIMINARY 1988 PROVISOIRE TOTAL	ITINERANT ITINERANTS	LOCAL LOCAUX
Abbotsford BC-CB	128,623	153,876	60,858	93,018
Baie Comeau QUE	25,565	22,944	15,173	7,771
Boundary Bay BC-CB	142,518	155,560	56,275	99,285
Brandon MAN	32,025	30,262	14,351	15,911
Buttonville ONT	161,057	175,579	70,288	105,291
Calgary International ALTA-ALB	195,060	206,138	171,305	34,833
Castelgar BC-CB	27,655	29,541	14,896	14,645
Charlottetown PEI-IPE	34,104	28,398	21,615	6,783
Edmonton International ALTA-ALB	79,342	84,003	61,527	22,476
Edmonton Municipal ALTA-ALB	119,698	117,718	116,198	1,520
Fort McMurray ALTA-ALB	52,893	41,026	26,198	14,828
Fort St. John BC-CB	23,479	24,589	20,329	4,260
Fredericton NB	36,652	33,476	23,518	9,958
Gander International NFLD-TN	39,242	43,083	31,993	11,090
Grande Prairie ALTA-ALB	42,846	36,714	23,845	12,869
Halifax International NS-NE	74,636	100,041	82,525	17,516
Hamilton City ONT	135,593	140,550	48,921	91,629
Kamloops BC-CB	47,378	43,338	28,712	14,626
Kelowna BC-CB	51,554	54,153	34,533	19,620
Langley BC-CB	113,983	121,041	42,600	78,441
Lester B Pearson Int'l ONT	314,357	347,660	347,535	125
Lethbrige ALTA-ALB	41,239	47,196	21,700	25,496
London ONT	115,909	118,826	65,623	53,203
Mirabel International QUE	56,437	68,787	45,986	22,801
Moncton NB	80,938	83,528	41,848	41,680
Montreal International QUE	175,409	203,135	203,082	53
North Bay ONT	83,939	84,541	38,656	45,885
Oshawa ONT	93,332	96,091	40,378	55,713
Ottawa International ONT	162,810	176,942	127,130	49,812
Penticton BC-CB	35,031	48,725	23,556	25,169
Pitt Meadows BC-CB	111,208	113,963	48,265	65,698
Prince George BC-CB	47,451	48,255	30,977	17,278
Quebec QUE	120,607	121,938	87,306	34,632
Regina SASK	80,514	82,750	52,546	30,204
Saint John NB	33,952	36,749	25,846	10,903
Saskatoon SASK	101,864	114,542	60,704	53,838
Sault Ste. Marie ONT	56,048	63,922	31,608	32,314
Sept-Iles QUE	34,455	36,439	30,706	5,733
Springbank ALTA-ALB	122,369	114,133	34,427	79,706
St. Andrews MAN	101,261	115,044	29,491	85,553
St. Catharines ONT	46,557	42,621	14,941	27,680
St. Honore QUE	97,915	86,549	24,223	62,326
St. Hubert QUE	159,854	168,173	65,771	102,402
St. Jean QUE	47,217	42,439	19,202	23,237
St. John's NFLD-TN	63,086	68,704	42,496	26,208
Sudbury ONT	92,859	86,706	47,313	39,393
Sydney NS-NE	14,110	16,472	13,131	3,341
Thompson MAN	42,361	41,329	35,959	5,370
Thunder Bay ONT	104,913	109,229	56,252	52,977
Toronto Island ONt	198,072	161,804	73,744	88,060
Val d'Or QUE	24,341	22,836	18,460	4,376
Vancouver Harbour BC-CB	57,225	59,611	48,307	11,304
Vancouver International BC-CB	302,606	325,148	325,148	0
Victoria International BC-CB	186,949	200,032	129,196	70,836
Villeneuve ALTA-ALB	77,984	70,940	17,071	53,869
Waterloo-Wellington ONT	89,423	76,900	30,525	46,375
Whitehorse YT-TY	53,779	53,288	28,572	24,716
Windsor ONT	65,879	73,781	39,504	34,277
Winnipeg International MAN	145,787	153,344	110,998	42,346
Yellowknife NWT-TNO	54,371	62,225	42,251	19,974
TOTAL	* 5,510,215	5,687,327	3,536,094	2,151,233

*Includes Goose Bay

*Goose Bay Inclus

7

REGIONAL TRANSPORTATION HIGHWAYS SUB-COMMITTEE
Report on Customs as related to Vehicles, Rail and Air
Submitted March 3, 1989 by John Friesen

Information obtained from Mr. Wayne Aitkins, Canada Customs & Immigration - Supervisor for Huntingdon and Aldergrove (telephone 853-3377):

The vehicle traffic has had a rapid increase over the last 5 years and is now levelling off. The traffic count for 1988 was 1/2 million vehicles and 3 million persons.

Rail traffic is 2 trains per day and there is no increase anticipated.

U.S. or other non-Canadian air traffic at the Abbotsford Airport was 1,534 landings in 1988.

Canada Customs building - Huntingdon
- to be completed 1991
- access for 5 lanes of traffic travelling north

Concerns:

The 2-lane Highway 11 is definitely inadequate for the traffic flow through the Customs. The Highway 11 and Vye Road intersection requires a traffic light. The rail crossing immediately north of the Customs is a hazard and a major restriction to the large volume of traffic heading north.

The car traffic volume is similar to the Pacific Highway entry point which has a 4-lane highway north. The truck traffic is higher at Pacific Highway entry. The Federal Government Customs and Immigration Dept. will be speaking with the B.C. Provincial Government about the need for upgrading Highway 11 and their concern about the traffic flow restriction and hazard of the rail crossing.

Customs & Immigration facilities at the Abbotsford Airport - existing policy requires incoming flights to show Abbotsford as a destination with approximate arrival time on their posted flight plan. When this happens, a Customs Officer is at the Airport at the arrival of the craft. If this does not happen or the Huntingdon office is very busy or short of staff, there will be a waiting time of up to 1/2 hour. Where there are scheduled freight or other flights, a Customs Officer is there to meet and clear the flight regardless of the time.

Mr. Aitkens has requested additional staff which would eliminate waiting time due to staff shortage. Unless there is a significant increase in traffic, he does not expect to have full time staff at the Airport. He feels full time staff at the Airport would not increase traffic from the U.S.

Aldergrove Customs is operating 16 hours per day and there is no plan to change this to a 24-hour entry. The highway is adequate.

Appendix B

Trafic counts (auto only) as provided by Tracy of Canada Customs, Huntingdon.

	January	July	August
1984	-	95,751	95,644
1985	84,491	116,302	111,720
1986	84,159	98,485	108,819
1987	92,063	164,189	167,135
1988	116,662	159,720	148,441
1989	140,276		

AF

OFFICE OF THE MAYOR
SOPHIE WEREMCHUK

826-6271

February 21, 1989

CORPORATION OF THE ... RECEIVED FEB 27 1989

Box 20
8645 STAVE LAKE ST.
Municipal Hall
Mission, B.C. V2V 4L9

Mayor Dave Kandal & Council Members,
District of Matsqui,
#200-32315 South Fraser Way,
Clearbrook, B.C.
V2T 1W7

Dear Mayor Kandal & Council Members:

Re: Transportation Priorities

Municipal Council, as you may be aware, is participating in the Mainland Southwest Development Region Transportation planning process. The attached brief is being submitted as part of our presentation. As you can see, Mission has a number of priorities some of which directly affect Matsqui.

In view of the importance of transportation improvements to the development of our Region, Municipal Council would appreciate your endorsation of improvements to Highway No. 11 between our communities as a priority transportation need.

I would appreciate hearing from you as soon as convenient and ask that you write directly to the Ministers of Transportation and Highways and Municipal Affairs and the Premier.

Thanks for your help.

Yours truly,

Sophie Weremchuk

Sophie Weremchuk,
MAYOR,
DISTRICT OF MISSION.

SW/bb

cc: Mr. Austin Pelton, M.L.A.
Mr. Norm Jacobsen, M.L.A.

DISTRICT OF MISSION TRANSPORTATION BRIEF SUMMARY

The attached brief outlines the District of Mission position on various transportation improvements which influence the long range growth and economic development of the Municipality. In summary, the District transportation priorities are as follows.

1. Installation of "no posts" along the centerline of the Highway II Mission Bridge.

2. Completion of the urban area Lougheed Highway improvements from Park Avenue east to the Mission Legion on 1st Avenue.

3. Completion of the Lougheed Highway four laning from Oliver Street in the District of Mission west to the Albion Ferry.

4. Improvements to the Mary Hill By-Pass and Pitt River crossing.

5. Extension of Commuter Rail Service from Port Coquitlam to the District of Mission.

6. Continued development of the Abbotsford International Airport as a major regional airport facility.

INTRODUCTION

An efficient transportation system is essential to an area's long range growth and economic development. Over the past decade, a number of transportation improvements have been proposed for the District of Mission. Of the completed transportation improvements, there have been impacts upon both the urban and regional traffic patterns of the Municipality. This brief shall examine those impacts, highlighting the overall importance of the Lougheed Highway and related transportation improvements to the continued economic health and prosperity of the District of Mission.

CONTEXT

Throughout the early to mid 1980s the District of Mission endured a slow rate of growth. Today, however, the municipality is on the edge of an economic surge, a surge which saw 1988 population growth rates climb to 4.5 percent. It is anticipated that Mission's growth and development will continue to correspond favourably with the surrounding high growth communities of Matsqui, Abbotsford and Maple Ridge.

During the period 1983 to 1986, building permit values in Mission averaged 8-10 million per year with residential starts in the range of 110-140 units per year. By 1987, residential growth trends began to change. During 1987 and 1988, housing starts exceeded the 200 mark each year. Total building permit values for 1988 were just under 20 million dollars. Significant industrial and commercial development also occurred in 1988 at levels not experienced since 1980. With numerous industrial and commercial projects planned for 1989, including the 30 million dollar Norvik Timber Alder processing mill, this trend is expected to continue.

Because of the confidence displayed in recent years, the District of Mission is moving toward the 1990's with a positive economic outlook. The continued health and economic development of the District though, will be largely influenced by, and dependent upon, the local and regional transportation infrastructure. It is within this context that the District of Mission has reviewed the localized effect of the provincial transportation policies and plans of the municipality. To this end, the following comments are made.

HIGHWAY 11 MISSION BRIDGE

To prevent vehicles from crossing the center line, the original design of the Highway 11 Mission Bridge specified that "no posts" were to be placed along the bridge centerline to prevent vehicles from crossing the center line. As a cost saving measure, these "no posts" were not installed.

Since the bridge opened in 1974, there have been numerous accidents and fatalities on the bridge as a result of vehicles crossing the centerline. In the past 2 years alone, there have been 3 fatalities, 26 injuries and 44 property damage accidents. The accidents have resulted in substantial I.C.B.C. claims. The cost to install the barriers is approximately $250,000 (1989). It is the District's belief that the savings in I.C.B.C. claims would more than justify the installation of the barriers. In addition to the Mission Bridge improvements, upgrading of Highway 11, south from Matsqui Village to Abbotsford, will also be required in the near future as traffic counts continue to increase dramatically along this section of highway.

PARK AVENUE EAST LOUGHEED HIGHWAY IMPROVEMENTS

Within the urban area, the noted Lougheed Highway improvements include that short portion of the Highway from the Mission Legion on 1st Avenue to the corner of Park Avenue and the Lougheed. The remaining urban area segment of the Lougheed Highway from Park Street west to Oliver Street was upgraded in 1987. The District places a high priority on the completion of the Park Street to 1st Avenue section of the Lougheed, since such work would play a vital role in linking and blending the downtown commercial area with the Service Commercial area to the west.

At the present time, this unfinished portion of the Lougheed contains a number of vacant commercial buildings. Under normal circumstances, the area would be attractive to commercial investors. Unfortunately, however, the uncertainty concerning access points of the new road and the general appearance of properties purchased at considerable expense by the Ministry of Transportation and slated for demolition, has stymied commercial development of the area.

The general condition of the roadway shoulder along the Lougheed has also made it difficult and dangerous for pedestrians to

walk between the District's two commercial areas. It is the District's belief that the completion of this section of the Lougheed Highway would result in substantive and immediate commercial investment. They would in turn provide an additional tax base and increase employment opportunities.

MISSION ALBION LOUGHEED HIGHWAY IMPROVEMENTS

The District's regional transportation concerns focus on the need to complete road widening of the Lougheed Highway east from the Albion ferry to the intersection of Oliver Street. In essence, the Lougheed Highway is the primary access to the District of Mission from the Greater Vancouver area. Recent traffic transportation improvements in the Mary Hill bypass area have facilitated traffic movements through to the urban area of Maple Ridge to the Albion ferry turnoff. From this point on though, traffic must utilize a twisting two-lane highway to the District of Mission. The highway has no passing lines and numerous uncontrolled accesses. Traffic congestion routinely occurs, resulting in severe psychological frustration and anxiety in driving the route. Accidents along this section of road over the past 3 years have claimed 3 lives and resulted in 117 injury incidents, as well as a total of 215 property damage claims.

As a result of this situation, the Albion to Mission section of the Lougheed is perceived as a major stumbling block to growth and development in the community. This perception of the District's inadequate east-west transportation link significantly affects the municipality's ability to attract more comprehensive industrial as well as residential investment to the Mission area.

Industrial growth, in the Lower Mainland during, the 1980s has exhibited a trend of a great increase in the number of industries that have relocated from the congested Vancouver City area to points further east. While the District of Mission has recently formalized strategic Economic Development functions to attract a share of this and other growth to Mission, the Albion to Mission segment of the Lougheed is considered as a negative factor when industries initially investigate the Mission option. Without improvements to this portion of the Lougheed, the municipality is at a distinct disadvantage in attracting new industrial development. Overcoming this obstacle is crucial to achieving a balanced tax base and maintaining the general economic health of the community.

With specific reference to the potential for additional residential growth, it would seem logical that the provincial transportation routes of the north shore of the Fraser River should be improved. This statement is made in light of the provincial government policy to preserve agricultural land which is primarily located on the south side of the Fraser River. Improvements to Highway 1 west of Surrey, similar to the impacts of the construction of the Alex Fraser Bridge, will only serve to fuel continued residential growth south of the Fraser and the resulting stress on agricultural land. Consequently, improvements to the Lougheed, from Albion to Mission, are important, not only to ensure continued economic growth and vitality of the District of Mission, but to serve provincial land use priorities as well.

NORTH FRASER CORRIDOR IMPROVEMENTS

The preceeding section dealt with the Albion to Mission proposed highway. While upgrading the Albion to Mission section of the Lougheed is important, it is the District's view that a new Pitt River crossing and accompanying improvement to the Mary Hill Bypass are crucial to the continued growth and economic health of Mission as well as Pitt Meadows and Maple Ridge. In this regard, the District of Mission supports the general premise of the District of Maple Ridge press release dated February 6th, 1989, which highlights the need for overall North Fraser corridor transportation improvements.

COMMUTER RAIL SERVICE

The recent announcement of Commuter Rail Service from Vancouver to Port Coquitlam is an important first step in developing a long term transportation strategy for the North Shore of the Fraser River. However, in order to ensure the success of the commuter rail concept, it is necessary to allow the system to serve greater population densities than offered by the present limited route. Specifically, a priority should be placed on extending the service east across the Pitt River to serve Maple Ridge and Mission communities. While the Maple Ridge area population of 50,000 would enhance the success of the commuter rail system an additional expansion to Mission creates the prospect of the commuter rail system serving a further market area of nearly 100,000 residents. This 100,000 figure includes 75,000 (Abbotsford-Matsqui) residents that are 10 km. south of the C.P.R. mainline route through Mission. With a regional growth rate in excess of 5% a commuter rail service to the Mission area would be

provided with an effective population density at the service's terminus point. The rail terminus in Mission would also provide a long term transit alternative for Central Fraser Valley residents.

ABBOTSFORD INTERNATIONAL AIRPORT

The District of Mission supports efforts by the District of Matsqui to expand the facilities and services at the Abbotsford International Airport. It is the District of Mission's view that the Abbotsford Airport fulfills a regional air transportation need and that over the long term, the airport will assume a larger role in serving the transportation needs of both the Greater Vancouver and Fraser Valley area. The recent effort to develop a new terminal is an example of the type of improvements needed to allow the Abbotsford airport to reach its true potential. As the airport's continued growth and success provides regional benefits, the District of Mission urges the Provincial and Federal Government to actively support the further development of the Abbotsford airport.

APPENDIX D

LETTERS RECEIVED

Greater Vancouver Regional District
4330 Kingsway, Burnaby, British Columbia, Canada V5H 4G8

Regional Manager
Telephone (604) 432-6214

May 25, 1989

Mrs. Corrine Wright , Chairman
Central Fraser Valley Regional District
34194 Marshall Road
Abbotsford BC
V2S 5E4

Dear Mrs. Wright:

On behalf of the Greater Vancouver Transportation Task Force, I would like to thank you for your submission dated May 5, 1989.

Your views and suggestions relating to the desired upgrading of 16th Avenue have been conveyed to the other members of the Task Force. They will be considered by the Task Force when it prepares its report later next month.

The report will recommend the transportation strategies to be followed in Greater Vancouver during the next ten years as well as the priority improvements for early implementation. The report will be reviewed by the Board of Directors of the Greater Vancouver Regional District at its meeting in July. Following its review and acceptance by the GVRD Board, the report will be submitted to the Honourable Elwood Veitch, Minister of State for the Lower Mainland/Southwest Economic Development Region, in conformance with the provincial government's "Freedom to Move" program.

Yours truly,

Michael J. O'Connor
Chairman, Greater Vancouver
Transportation Task Force

RECEIVED
MAY 29 1989
C.F.V. REGIONAL DISTRICT

AC1

Dear Sir, April 7, 19

I moved to the valley in 1979 and work in Surrey. I do not drive and have had to rely on public transportation on occasio Cascade does provide transportatio to Langley or downtown and Langley has improved their transportation 100% in the past year. I haven't seen anything improving transportation into or out of Clearbrook. I suggest one of your members try to go to Surrey by bus.

Why can't they have a Freeway bus servicing the communities and shuttle buses from the municipalities It would take alot of the congestion off the freeways

and possibly give the people the opportunity to connect to the skytrain. What do the people who do not drive do? Stay in Clearbrook, or spend two to three hours getting back & forth.

RECEIVED
APR 13 1989
C.F.V. REGIONAL DI[illegible]

Sincerely
E. Hibbard
#4 2998 Mount Dr
Clearbrook B.C.
V2T 4E6.

P.S. I think your municipal bus service is great, especially for our seniors.

AD

FREEDOM TO MOVE.
TRANSPORTATION HEARINGS,
REG. TRANS. COMM.
C/O CORRINE WRIGHT,
CFVRD 34194 MARSHALL RD,
ABBOTSFORD BC V2S 5E4

CARL PETERSEN
306-33095
OLDYALE RD
ABBOTSFORD BC
V2S 6C7

APRIL 4/1989

DEAR MME CHAIRMAN

CONCERNS RECOMENDATIONS FOR
MATSQUI/ABBOTSFORD AREA.
HWY 11 MISSION TO HUNTINGDON.
- UPGRADED TO GRADE SEPARATED
LIMITED ACCESS HIGHWAY SOUTH
OF HARRIS ROAD. INTERCHANGES AT:
→ HARRIS RD
→ CLAYBURN ROAD NORTH
→ MAJOR INTERCHANGE AT MCLURE
TO CONNECT HWY 11 WITH 4 LANE
MCLURE ROUTE TO WEST
→ AN OVERPASS IN DOWNTOWN
ABBOTSFORD OVER RAILWAY TRACKS
ON HAZEL ST
→ A NEW ROUTE UNDER HWY 1
[illegible] FROM CONTESTED COMMERCIAL
AREAS, MAJOR INTERCHANGE
IMPROVEMENTS AT HWY 1. HERE
→ [illegible] INTERCHANGE AT VYE RD, WITH

FRONTAGE ROADS ON WEST SIDE OF HWY 11 TO SERVE INDUSTRIAL AREAS SOUTH OF FREEWAY 1.

* *

HWY 1

→ MT LEHMAN INTERCHANGE RE-DESIGNED TO INTEGRATE WITH NEW 4 LANE OLD YALE RD WEST AND HWY 1A.

→ INTERCHANGE AT TOWNLINE RD TO SERVE INDUSTRIAL AREA IN SOUTH (+ AIRPORT) AND POPULOUS SUBDIVISIONS TO THE NORTH

→ NO ACCESS TO FRY 1 AT WEST END OF FRASER WAY.

I HOPE YOU FIND MY SUGGESTIONS HELPFUL IN YOUR TRANSPORTATION PLAN TO BE SUBMITTED TO THE PROVINCIAL GOVERNMENT.

THANK YOU

RECEIVED
APR 10 1989
C.F.V. REGIONAL DISTRICT

AE

89/03/13

TO: Corrinne WRIGHT
Central Fraser Valley Regional District

FROM: Bryden NELMES,
Box 11,
Sardis, B.C.
V2R-1A5

RE: TRANSPORTATION STUDY:
****

I am writing to you in order to submit a few suggestions you may wish to consider when drawing up the road portion of your regional transportation study.

I think the number one priority for the region should be the upgrading of Highway #1 in the Chilliwack - Abbotsford area to full freeway status, some of which falls within the District of Abbotsford and the C.F.V.R.D. As you are no doubt aware, we now have a four lane divided freeway from Vancouver to Kamloops, with the notable exception of the stretch from # 1 Road in Abbotsford to Jusleth Road just east of Chilliwack. The remaining level crossings have been the direct cause of numerous traffic fatalities over the past few years.

The work necessary in order to upgrade the highway from Vancouver to Kamloops to freeway status falls in three main locations: grade separations, reallignment, and paralell roadwork on both sides of the Vedder Canal; grade seperation, paralell roadwork and seperation of east and west bound lanes in the Annis road to highway #9 section; and finally some minor paralell road work in the Jusleth Road area east of Bridal falls.

This should not be looked upon as just a local or regional priority, but as a provincial priority as this is part of the major road link between the lower mainland and the rest of the province.

One other area within the C.F.V.R.D which I feel should receive priority status for both increased volumes and safety reasons is the four laneing and left hand turning lanes for Highway #11 from Harris road to the north end of the Abbotsford bypass, and from the south end of the bypass to Highway #1. This section of road is becoming increasingly busy, and will likely continue t do so in years to come.

Thank you for your time and consideration.

Bryden NELMES

RECEIVED
MAR 17 1989
C.F.V. REGIONAL DISTRICT

April 12, 1989.

The Regional Transportation Committee,
c/o Corrinne Wright,
Central Fraser Valley Regional District,
34194 Marshall Road,
Abbotsford, B.C. V2S 5E1

Dear Sirs:

We the undersigned residents of Abbotsford would like to draw the attention of the Transportation Committee to a stretch of road in Abbotsford that causes us grave concern, namely, the stretch of Marshall Road between McCallum Road and Abbotsford Way. Our concerns are twofold:

1. With no sidewalk on the north side of Marshall hill (Eldorado to McKenzie), children from Eldorado must cross Marshall at the mid point of a steep hill. With the short distance of visibility coupled with the steepness of the hill, traffic descends with great speed and momentum often narrowly missing our children. The solution would be either crossing lights at Eldorado with accompanying warning lights at the top of the hill, or a sidewalk on the north side of Marshall.

2. Trucks pose an even greater threat with their sizeable momentum and greater stopping distance. We strongly object to trucks being allowed right through a solidly residential area, when they have more direct access to the industrial via South Fraser Way and the Freeway. Besides the very real danger, the noise levels of large trucks gearing down to climb Marshall hill or using engine braking to very noisily descend at all hours of the day and night - is absolutely intolerable, and in contravention, by several decibels, of any noise bylaws which are in place! We ask for a very simple solution - redirect the trucks.

Because our concerns involve roadway within the Municipality of Abbotsford, we have put a line through names of people from outside our municipality who have signed their support of our petition.

As the Transportation Committee lays out plans for the future, we hope that you will address the above issues.

RECEIVED
APR 14 1989
C.F.V. REGIONAL DISTRICT

PETITION

We, the undersigned residents of Abbotsford, after seeing several near misses of children from vehicular traffic on Marshall at the Dahl/ Eldorado intersection, would like to petition Abbotsford City Council to take definite steps to rectify this hazardous situation before fatalities occur. Our concerns are twofold:

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SIGNATURE	NAME	ADDRESS
[illegible]	Richard Hargreaves	#329-2920 Gladwin Rd Abbotsford
[illegible]	Stephani Bruckal	3315 Vernon Terrace Abbotsford
[illegible]	[illegible]	[illegible] B.C
[illegible]	[illegible]	[illegible] BC
Bryan Reupel	Bryan Reupel	34416 Laburnum Abbotsford.
[illegible]	[illegible]	[illegible]
[illegible]	D M [illegible]	2510 [illegible] Abbotsford
[illegible]	Kerry Stuckel	2052 [illegible], Abbotsford
[illegible]	Irene H. Chanig	31313 Livingstone, Abby.
[illegible]	[illegible]	[illegible] Cres
[illegible]	Debra Pelanyk	[illegible] Casper Ct. Clearbrook
[illegible]	[illegible]	[illegible] Clearbrook Rd. Clearbrook
[illegible]	Ronni S Stalk	[illegible] Hawthorne Ave Abbot
Helen P Bradley	Helen Bradley	[illegible] Chebelis Dr. Abb.
[illegible]	Diane Heggie	33497 Bevan Ave
[illegible]	A M Kolly	[illegible] Marshall Rd Abb
Judy Peters	Judy Peters	2013 Eldorado Pl. Abb.
[illegible]	John Peters	2013 Eldorado Pl Abb.
[illegible]	[illegible]	5924 [illegible]

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SIGNATURE	NAME	ADDRESS
Alice Ross	Alice Ross	34211 Redwood Ave.
[illegible] Klassen	Gayle Klassen	104-33370 Fern Street
[illegible] Kruk	Martin Kruk	1012-3044 Clearbrook Rd.
[illegible]	Garry Forde	2237 Champlain Dr
[illegible] Kowalchuk	Lori Kowalchuk	# 33541 Marshall Rd.
[illegible] Friesen	Ingrid Friesen	#7-33541 Marshall Rd.
[illegible]	Harry Coleman	35439 Rainbow Ave
[illegible]	Dan [illegible]	[illegible] Powell Cres. ABB
[illegible]	R T Miller	1990 Powell Crescent Abbotsford
[illegible]	[illegible]	[illegible] Powell Cr Abbotsford
[illegible]	[illegible]	[illegible] Powell Cr Abbotsford
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible] Powell Cr
Mr + Mrs Peter Krahn	(A. Falkenberg) Peter & Helen Krahn	1970 Powell Cr
[illegible]	Garry + Patti Janzen	1970 Powell Cr Abbotsford
[illegible]	Ed + Elly Heuchert	1935 Powell Cr. ABB.

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SIGNATURE	NAME	ADDRESS
M. DeRuyter	M. De Ruyter	2026 Eldorado Pl. Abb.
P. Shepard	P. Shepard	2032 ELDORADO PL. Abb
Brian Shepard	B. Shepard	2032 ELDORADO PL. Abb
Penny Osborne	P. OSBORNE	No 13 - 33951 Marshall Road
George DeRuyter	G. DeRuyter	2026 Eldorado Pl Abb.
Laurie Doherty	L. Doherty	33958 MARSHALL RD. ABB
Linda Fraser	L. FRASER	34107 Alma St. Abb.
~~Brian Patterson~~	~~B. PATTERSON~~	~~33497 Brian Cres Abb.~~
Ann Fontaine	A. FONTAINE	3498 MONASHEE ST ABB
~~Joy Pringle~~	~~J. Pringle~~	~~32705 Chaundey Dr. Miss.~~
~~P. Esbrat~~	~~P. Esbrat~~	~~[illegible]~~
Vivien Swaizen	V Swaizen	2416 Woodcock Dr. Abbotsford
Tim Lumley	Tim Lumley	21-1751 McKENZIE RD ABB
Eva Lumley	Eva Lumley	21-1751 McKENZIE RD ABBOTSF
Flora Greenough	Flora Greenough	208B-1709 Sexton Rd. Abb
Judy Brocklebank	Judy Brocklebank	4571 Upland's dr.
R Schmid	Richard Schmid	2240 Brewster P. Abb.
Tony Estaldi	Tony ESTALDI	2008 Eldorado Pl.
L. Adams	L. ADAMS	2041 Eldorado Place

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SIGNATURE	NAME	ADDRESS
Marilyn & Dennis Goos	MARILYN & DENNIS GOOS	2050 Eldorado Place, Abb.
[illegible]	GIDIA + MARK MAYER	2037 ELDORADO PLACE, ABB.
~~Ann & Peter Wakefield~~		~~2020 ELDORADO PLACE ABB~~
[illegible]	~~[illegible]~~ PETER WAKEFIELD	2020 ELDORADO PLACE ABB
A. Wakefield	ANN WAKEFIELD	2020 ELDORADO PL ABBOTS
~~[illegible]~~	~~Margaret St Pierre~~	~~28504 Starr Rd Mt Lehman~~
~~Linda Connick~~	~~LINDA CONNICK~~	~~2941 Bebick St Abbotsford~~
L Gauthier	Lauretta Gauthier	131-3455 Wright St. Abbotsford
Jana Cohoe	Jana Cohoe	34935 Champlain Cres. Abb.
Gian Sunner	Gian Sunner	Abbotsford
Leah Evans	Leah Evans	2522 Campbell Ave
Victor Mill	Victor Mill	2026 ELDORADO PL Abbotsford
[illegible]	LYNFORD HOOGE	32660 GENEVA AVE ABB.
[illegible]	[illegible]	[illegible] Abb
Alma Harter	ALMA HARTER	1881 DAHL CRES ABB.
[illegible]	LENNEA CARLSON	34097 Marshall Rd. Abbot
[illegible]	J M OLIVER	34092 MARSHALL RD.
[illegible]	LEN DEBAD	1980 DAHL CR. ABB.
[illegible]	DIAN DEBAD	" " "

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SIGNATURE	NAME	ADDRESS
[illegible]	NORA FIELD	1971 DAHL CRES. AB
[illegible] P.P.	GERRY FIELD	" " " "
[illegible]	HENRY FRIESEN	1961 DAHL CRES ABB.
[illegible]	BEA FRIESEN	" " " "
[illegible]	ARCHIE MURPHY	19567 DAHL CR.
J. Murphy	JEAN MURPHY	1956 DAHL CR.
Mina Zurowski	Mina Zurowski	1949 Dahl Cres.
[illegible]	Tom Zurowski	" " "
Anne Gillett	Anne Gillett	34805 Champlain CR. ABB.
~~[illegible]~~	~~M. G. DE RUYTER~~	~~MONTROSE CRES. KAMLOOPS~~
~~[illegible]~~	~~P. M. DE RUYTER~~	~~MONTROSE CRES. KAMLOOPS~~
[illegible]	Arlene Vanderniet	#5-33499 Marshall Rd. Abbots
[illegible]	Case Vanderniet	" "
[illegible]		34107 MARSHAL RD
E. Bue	Elisabeth Bue	1980 Powell Cr., Abb.

13

British Columbia Coalition of the Disabled

TASK FORCE ON TRANSPORTATION

"Seeking Solutions"

April 3, 1989

Ms. Corinne Wright, Chairman
Central Fraser Valley Regional District,
Regional Transportation Planning Committee,

Dear Ms. Wright:

The B. C. Coalition of the Disabled has just completed a major Task Force on Transportation for persons with disabilities. For the last nine months we have been touring the province holding public hearings for persons with disabilities and transportation providers. We have addressed all forms of transportation and have documented the problems facing disabled travellers. In early March the Coalition held a conference that highlighted the transportation solutions which would permit mobility, dignity, integration, and independence for persons with disabilities.

We are sure that you would wish to include our information concerning the transportation of people with disabilities in your more general consideration of transportation in the various regions of B. C. Thus, I enclose copies of any transcripts of our hearings that would pertain to your areas of concern.

RECEIVED
APR 14 1989
C.F.V. REGIONAL DISTRICT

Yours truly,

Enclosures:
1 transcripts.

Marilyn J. Reid

Marilyn J. Reid
Public Relations Officer

#211 – 456 West Broadway, Vancouver, British Columbia V5Y 1R3
(604) 875-0816

TASK FORCE ON TRANSPORTATION

Chilliwack Hearing, September 30th 1988

Clint Hayes, Vocational Co-ordinator, Upper Fraser Valley Society for Mentally Handicapped people:

The Society has been providing residential services and vocational options to people with mental handicaps in Chilliwack and the Upper Fraser Valley for 35 years. It has more recently been focussing on employment for people with mental handicaps.

It has found that in making the transition from sheltered workshops into the community and supportive employment, transportation is the biggest barrier. It is the greatest challenge people with mental disabilities will face in attempting to become independent. Working for wages provides them with an enormous amount of self-worth. The likelihood of them becoming transportationally independent is low.

Chilliwack has two Easter Seal buses which cost $20 an hour for anything outside the normal operating area. There are no cabs equipped for wheelchairs. The Chilliwack School Districts operates a fleet of twenty-one school buses, but none are wheelchair accessible. Nine or more children the speaker knows of are bussed to school by Easter Seal. Regular school transportation should be provided.

Then there are adults with mental handicaps who are seeking employment. Availability of employment in entry level positions to people with mental handicaps is good in Chilliwack. The Association can provide support for such people for a certain period of time, but transportation is something they cannot get for them.

A solution would be to have the government allow people on GAIN to deduct the cost of transportation from their allowable earnings. This would enable them to pay for transportation services, be they cabs or individuals.

Fraser Valley College operates many programs for people with mental disabilities, but almost all are primarily offered in Abbotsford, especially the computer courses. This denies access by people in Chilliwack because there is no reliable, affordable transportation services between the Chilliwack and Abbotsford campuses. When the College is approached about it, it says all it needs is money. The courses should be offered in as many locations as possible. Some computer courses offer access to communications technology, but lack of transportation prevent people from using such technology.

Chilliwack has one fixed route bus, and it's not reliable.

A round trip by Easter Seal within Chilliwack is $6, the City subsidizes it by $3.

Even if there were more public buses, a complex program would have to be implemented to train people to get from where they are to the bus stops, which could be miles from their homes. Some now take school buses to work, which is inappropriate. Some use buses operated by charities, but they are really stigmatized now and bring a bad image to the riders.

The Association is now in the process of closing down its sheltered workshop. The workers will be integrated into the regular job market or other options. A means of transportation has to be found.

• • •

Edwin Dersksen, Abbotsford Access For All:

His concern for Abbotsford was lack of service at night and on weekends. They have tried to get wheelchair cabs. handyDART operates 3 or 4 buses which require twenty-four hours notice to book a ride. There is not adequate enforcement of regulations regarding parking for people with disabilities, though people are becoming more sensitive to parking stalls for people with disabilities.

• • •

His Worship John Les, Mayor of Chilliwack:

Chilliwack has had an interest for several years in access and transportation of the disabled, which was highlighted when Rick Hansen made his journey. He acted as a catalyst. Chilliwack is fortunate enough to have a good group, the Chilliwack Action for Access Society (CAFAS), who does a good job in highlighting access for the disabled.

Chilliwack has done some positive things re access:
• The District Hall is considerably more accessible than before.
• Chilliwack has an annual program of providing wheelchair ramps on sidewalks in the city, (which unfortunately didn't get much funding this year, but generally gets at least $25,000 per year at about $800 per ramp). • The City has looked at the parking situation for people with disabilities and found our staff was designating improper stalls. CAFAS has been consulted in correcting the situation. Chilliwack does enforce its parking bylaw. Violators are fined $8 a shot.

Mr Les mentioned the UBCM convention held the week before at which there was a resolution on the floor that all B.C. Transit buses be equipped with lifts to acccommodate wheelchairs. The resolution was referred back to the UBCM Executive to be brought back to next year's convention.

He favours setting up a good handyDART system because it is more accessible to people with disabilities. Retrofitting the public transit buses does not mean disabled people are going to be able to get to where the buses are. The lifts would be very expensive but little used.

The convention was emphasizing specialized equipment and tailer-made, flexible, door to door service.

Chilliwack is many years from having a totally accessible community, and won't be achieved for many years. So there is no value in having accessible buses.

The convention indicated a genuine awareness of the needs of the disabled; the discussion was around how to best supply accessible transit.

It costs too much to provide both options; it's unrealistic.

There is also a need for a method for transporting disabled people between cities

Discussion:

Mr Hayes emphasized the need to look further than economics. A generic service would give people greater access to work. It is a much less devaluating experience to ride generic forms of transportation than a specialized handyDART service which transforms images to the public about who's riding it and why. If people can ride public transit, their value in the eyes of society goes up and therefore they have greater access to things like employment which turns them into taxpayers who are contributing to the tax base.

Politicians have to think short term because they are accountable. But the handyDART system is more expensive because it is specialized.

Chilliwack has a population of 45,000, but only one bus on one route. It serves maybe 10% of the population. Chilliwack has been battling for years for a second bus. Distribution throughout the province is unfair. Kamloops, with half the population of Chilliwack, has sixteen buses.

handyDART can respond to demand.

Each community has different needs due to geographical layout.

• • •

Lindy Lingram, White Cane Club:

The White Cane Club formed in 1947. It has twenty-seven members who are registered blind. The Lions used to drive the members to and from the Club. But twelve years ago they gave it up. It's been haphazard transportation ever since. Members are using the community services bus right now. They do their best, but can't really do the job that is needed. It sometimes keeps people waiting an hour or two. Another bus might help.

Every registered blind person has a transit pass, but none have been able to use the bus to get to the club because the times were never right. Some members have cars but can't take everybody where the club wants to go.

There are about 150 visually impaired people in the Chilliwak/Agassis area.

• • •

Marie Hevey, President, Chilliwack Action for Access Society (CAFAS):

There is a large number of senior citizens in Chilliwack. It is a retirement spot and an old community. Housing is cheaper. Chilliwack was here long before Building Code requirements and bylaws regarding curb-cuts. It's still difficult to get around

Chilliwack. There are only two Easter Seal buses for the whole community which includes Cultus Lake, Rosedale, Greendale and Yarrow.

Not all disabled people can afford their own vehicle, so they seldom go out.

Riders have to reserve the Easter Seal bus weeks ahead if your appointment is in prime time. They have to go when it can take them.

One accessible city bus would not serve the need. It doesn't run at night or on weekends or holidays. In a lot of places there are no sidewalks to wheel on to get to the bus.

She recommends the money go into camel or mini van cabs and/or Easter Seal. This would serve 100% of the disabled.

In a small town like Chilliwack which isn't very active, disabled people aren't very outgoing. There is nowhere to go.

If someone gets stuck somewhere, there is no alternative for getting home.

There is no way to get from Abbotsford to Chilliwack.B.C.

Transit should operate handyDART throughout B.C. An already existing cab company should get wheelchair cabs. There are two companies in Chilliwack.

Community Services has regular customers; the periodic rider has to take what's left.

Sometimes you get parked on a ferry and can't get out of the van.

Problem with airlines is they don't have wheelchair spaces. She thinks WardAir is looking into the possibility of providing one. WardAir is pretty good with seniors.

• • •

Michael D. Clarke, Fraser Valley Medical Support Services:

This company has been operating fourteen months. It runs ambulances in and out of Chilliwack doing patient transfers. It also runs industrial ambulances.

Has just put a handicapped bus on to do a school run and to make it available for resthomes to get seniors out more.

He donates a day a week to Community Services to drives its Easter Seal buses. He sees the real need.

He wants to see handyDART available in Chilliwack.

He charges same as Community Services, $6 round trip. District picks up $3.

He is willing to put another bus on if the need is there.

His schoolbus run goes to 9:15 AM and from 2:00 pm to 4:15. His bus is available as schedule allows. Just call and try. It can be available 24 hours a day. Drivers stay home with pager. His ambulances are also equipped for wheelchairs, so could use them too.

Anything within the Sardis/Agassis boundaries is classified as a Chilliwack trip. Outside that there is a 35c per kilometer surcharge. Would come to about $8.45 a return trip places like Abbotsford, Yarrow, Rosedale etc.

He doesn't expect a profit from the bus.

The bus is set up for six children's chairs, 3 or 4 adult chairs. He's getting a Wayne bus next year. It has windows that wheelchair users can see out of.

TRANSPORTATION FOR PEOPLE WITH DISABILITIES

Parkholm Lodge Adult Day Care has twenty Clients a day come from surrounding community to attend a therapeutic activation Program (Please see the attached pamphlet for more information regarding the Adult Day Care Program).

The Adult Day Care program has a contract with Chilliwack Community Services to transport a maximum of fifteen clients per day. Some of these clients are independently mobile and others require assistance with wheelchairs, walkers, canes, etc. Two buses are required to transport these clients since each bus only holds 4-6 wheelchairs and 3 - 4 people who walk on. We also use the services of Agassiz Community Services Wheelchair bus on Monday and Thursday to transport a minimum of 4 clients from the Agassiz-Harrison area.

On the whole Chilliwack and Agassiz Community Services have provided us with a consistent and effective service and should be commended for their efforts.

One concern I have though is on a number of occasions we have had clients in outlying areas, ie; Yarrow, Cultus Lake, and Greendale, and, due to the high demand put on Community Services for the use of the bus we have had no way of transporting these people into town.

Another concern I have is occasionally we have more than fifteen clients that require transportation and this is difficult for Chilliwack Community Services to accommodate since their first priority is transporting handicapped children to school.

A solution to both these concerns might be for the school board to receive operating and capital funds to purchase a bus equipped with a ramp. Since they are responsible to bus other children in outlying areas it seems reasonable they should transport disabled children as well.

Parkholm Lodge, a ninety bed intermediate care facility, also contracts the Chilliwack Community Services bus for recreational trips. Because of the increasing demand for the bus service the residents recreational program ha been cut. We are no longer able to take trips outside of the Community and usually can only have the bus during the off peak hours generally between 10 and 2 pm. We also have to compete for that time with the other facilities in town, ie; ECU and Eden Rest Home.

This problem may be resolved if the school district were able to transport disabled children. Another solution might be for Chilliwack Community Services to have another bus available to use even on a part-time basis.

Thank you for your time.

Sincerely,

C. Ostwald
Program Coordinator
Adult Day Care.

THE CORPORATION
OF THE TOWNSHIP
OF LANGLEY

4914 - 221st STREET, LANGLEY
BRITISH COLUMBIA V3A 3Z8

TELEPHONE (604) 534-3211
TELEFAX (604) 534-0023

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C.F.V. REGIONAL DISTRICT

May 31, 1989

File No. 3650 and 0248
Your File 313-E

Corinne H. Wright, Chairman
Central Fraser Valley Regional District
34194 Marshall Road
ABBOTSFORD, B.C.
V3S 5E4

16 Avenue as east-west corridor

Your letter of May 5, 1989, pointing out the need to upgrade 16 Avenue to serve as an alternate east-west corridor was received by Township Council at its meeting held May 29.

At that time, Council endorsed the concept of the need to upgrade 16 Avenue as it is a major east-west connector between Surrey, White Rock, Langley, Matsqui, and Abbotsford.

Yours truly,

Rod Edwards

Rod Edwards
Municipal Clerk

cc: Ministry of Transportation and Highways
M. O'Connor, G.V.R.D.
Langley MLAs Carol Gran and Dan Peterson

CITY OF LANGLEY
5549 204TH STREET LANGLEY BC. V3A 1Z4
TELEPHONE 530-3131 FAX 530-4371

05/30/89

Mrs. Corrine Wright
Chairman
Central Fraser Valley Regional District
Transportation Planning Committee
34194 Marshall Road
Abbotsford, B.C.
V2S 5E4

Dear Mrs. Wright:

Thank you for your May 5, 1989 letter advising us of your observation that 16th Avenue has become an important connector for an alternate east-west corridor to Highway 401 and there are many advantages to upgrading it to a four lane highway.

Langley City Council, at their May 29, 1989 meeting, went on record as supporting your recommendation to the G.V.R.D. Transportation Task Force as well as the Ministry of Transportation & Highways "Freedom to Move" Study and a copy of these letters are attached for your information.

Yours very truly,
CITY OF LANGLEY

for R. D. Wilson, C.M.C.
Administrator

jmf
Enc.

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C.F.V. REGIONAL DISTRICT